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Ian Colquhoun

RIBA BOOK OF BRITISH HOUSING



1900 TO THE PRESENT DAY
SECOND EDITION

RIBA 



RIBA Book of British Housing

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1900 to the present day

Ian Colquhoun

Second Edition

Foreword by Jack Pringle,
President of the Royal Institute of British
Architects 2005–2007



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Foreword to the first edition

David Rock, President of the Royal Institute of British Architects, 1997–1999

British architects throughout the century have been at the forefront of social housing – from the garden cities and the first London County Council Development at Boundary Street to the recent Millennium Village at Greenwich – and visitors have come from many parts of the world to learn from our latest developments. It was a great pleasure, therefore, during the first week of my RIBA Presidency, to host the presentation of the RIBA/DETR 1997 Housing Design Awards. This, interestingly, coincided with the 50 years anniversary and celebration of Aneurin Bevin's announcement to the RIBA Council of the first housing award scheme. Society and social housing have changed considerably over 50 years, but those latest awards were a convincing demonstration of the continuing talent and commitment that exists among architects, and that can be realised by clients and housebuilders.

Quality in housing is something for which the RIBA, through succeeding, dedicated, RIBA Housing Groups, has campaigned vigorously over the years, and this *"RIBA Book of 20th Century British Housing"* is the latest in a long line of initiatives to focus our attention. Ian Colquhoun's book is special in that it looks at housing by reference to design (the word is used in its fullest sense, not simply that of external appearance) and the great variety of design solutions, and there can be no doubt that the meaningful involvement of architects by the volume housebuilders can raise the quality of housing. It is no

coincidence that housebuilders do recognise the need to commission architects to find solutions for difficult urban "brownfield" sites. If they would also work with architects on the "easier" greenfield sites, we could perhaps look forward to much better quality in private housing estates as well as in social housing. Certainly this book, while it is not afraid to illustrate failure as well as success, highlights the depth of experience in housing development that exists within my profession.

Significant change in social housing is being, and will continue to be driven by changes in responsibility for housing provision. Local authorities used to be the main provider, and many had a long and proud tradition of talented in-house architect teams and of enlightened patronage in commissioning first class private practices. Now there is a range of providers from housing Action Trusts and Housing Associations to Enterprise Agencies working with commercial firms. Community involvement in some form or another is now the norm, and communities expect more and better. With enlightened clients British architects have shown that they can lead the world in housing refurbishment and estate regeneration. We should therefore be able to expect a greater variety of answers. Regrettably many Housing Associations and many private housebuilders don't seem to rate quality. Their aspirations must be raised; and they must be encouraged to find out for themselves the added value they can achieve through proper

involvement of chartered architects in their housing aspirations. If we and they can work together, quality could become the norm.

Ian Colquhoun's book charts progress from the housing legacy of the Industrial revolution, through the exodus of people from the cities to the new suburbs and the countryside beyond, to present forecasts of a need to build large amounts of new housing.

Where this is to be provided, and how, are key issues at both national and local levels. The lessons to be drawn from the experience of the past century are vital to this debate. I therefore congratulate the author, and the RIBA Housing Group, on this book and I commend it to all those who will have a responsibility for, and an interest in, creating our future homes and housing environments.

Foreword to the second edition

Jack Pringle, President of the Royal Institute of British Architects,
2005–2007

Housing

What more important endeavour could there be than housing? And what greater bandwidth could the subject have from the most modest cottage to iconic works of the masters, from the socio-economic and political impact of housing billions of people when hundreds of millions of them are below the poverty line and further hundreds of millions are migrating from place to place? Add the impact on climate change of heating and cooling these dwellings. It is a big subject.

We live in the UK on a densely populated island with a historically prosperous economy based initially on land (wool) then industry and now information, banking, technology, the arts and service companies. We have moved around the island over time depending on which location was generating the wealth. First the countryside, then the industrial Midlands and North, the South-east and now spreading back to provincial successful areas such as Bristol, Leeds and Manchester. As fast as prosperous Brits emigrate to warmer climes others pour into the UK to find work and a new life. London is one of the few first-world cities, that is expanding. It is certainly a world city and argues that it is the capital of Europe.

Here in the UK we have had our successes and failure's with housing. But we should not let the failure's of the past inhibit the successes of the future. Despite a few model towns and garden suburbs, we have not been great formalists in planning our settlements. The

Victorians developed with ruthless efficiency and their terraced house remains one of the most sophisticated and effective forms of mass housing. Private capital developed great tracts around cities following the expansion of railway and transport links on an informal basis. The Edwardians followed suit with their leafy semis in the suburbs.

Post-war we were less successful. Le Corbusier's vision of villages in the sky, which may have been workable in the apartment dwelling culture of the continent where concrete looks good under blue skies, did not translate well in the grey wet UK where time was of the essence in building hundreds of thousands of homes fit for heroes on slashed budgets using under researched prefabricated concrete systems. Architects of the day were blamed, not entirely fairly, and generally pushed out of housing for the next three decades.

Mrs Thatcher killed public housing in large volumes and contributed to the growing housing shortage. Private developers found that they had a seller's market and buyers generally bought on location, price and then design. So in the right place for the right price, they did not need well-designed products and need not trouble themselves with awkward architects, they could sell rubbish. And they did.

But have we a new dawn in the twenty-first century? Consumers know more about design, which is now a colour supplement (and a footballers' wives) subject. Kevin McLeod's "Grand Designs" and the RIBA's "Building of the Year"

get prime time audiences of a million on the television. No one wants concrete jungles and no one wants neo-tudorbethan pastiches. Modern, light, safe, well-designed homes for our lifestyle is what we all want, whether it is a studio flat for the youngster making his or her way, or a family home for bringing up kids.

This is a great opportunity for architects to serve our community, add carbon neutral and the lack of land to the mix and it is no mean task. But I know we are up to it.

Enjoy Ian's book. He is a friend and colleague who I have high regard for.

Acknowledgements

Housing design has been at the centre of most of my architectural life. To be a member of the RIBA's Housing Group from 1977 to 1990 was both a privilege and an education, and I am most grateful to the Institute's for its continual support. David Rock, former RIBA President wrote the foreword for the first edition and President 2005–2007, Jack Pringle, the foreword for this edition.

I wish to thank the following people in connection with the first edition: RIBA Housing Group Members – Bernard Hunt (Chair), Chris Johnson, Richard Lavington, David Levitt, Stuart Mackie, Mary McKeouwn, David Moore, David Parkes, Chris Purslow, the late Martin Richardson, Chris Rudolf and the RIBA officer, Bernadette Hammerson-Wood. The Royal Incorporation of Scotland, Jim Johnson, Roan Rutherford, Derek Lyddon, Ian and Marjorie Appleton, and Dr Tom Begg's excellent books on Scottish housing all helped with the chapter on Scotland. Professor Tom Woolley of Queen's University, Belfast, Jim McClusky, of the Royal Ulster Society of Architects, the Northern Ireland Housing Executive and the Belfast office of the NHBC helped me understand the housing scene in Northern Ireland. The RIBA Awards Office and Nancy Mills supplied details of award winning schemes and various RIBA Regions gave helpful advice on schemes to visit. John Bartlett provided information on MoHLG experiments into extendible housing. Elain Harwood, Nigel Wilkins and Gaynor Roberts of English Heritage gave information on projects that have been listed. Dr Jingmin Zhou helped with research and the

preparation of plans. Her husband, Lyang Sun, also helped with the drawings. Rita Johnson, who assisted with typing the first edition, has sadly passed away and is greatly missed. Thanks go to my son, Christopher, who prepared the photographs for the second edition and took those for which he is credited.

My thanks also go to the Hull School of Architecture in the University of Lincolnshire and Humberside (now the Lincoln School of Architecture in the University of Lincoln). Norman Arnold, Greg Ritchie and Richard Havenhand and a group of students put together an exhibition based on the first edition, which was displayed at the RIBA in London during the summer of 1999.

The book benefited much from the huge amount of work on housing undertaken by the Commission for Architecture and the Built Environment (CABE) and Building for Life, which it established and is a major force for raising quality in housing design. CABE's publications and website, especially that of Building for Life, were most valuable sources for research.

Design for Homes, of which I have been a Board Member since 1990 has given much support to me in producing this second edition. Other Board Members and staff are Bernard Hunt (Chair), Yolanda Barnes, David Birkbeck (Chief Executive), Jack Cassidy, Clive Jackson, Chris Johnson, Richard Lavington, David Lunts, David Levitt, David Moore, Richard Mullane (Manager), Stephen Mullins, Barry Mundy, Peter Redman and John Wier. Peter Redman very kindly gave time to discuss

the future housing scene in Britain. Amongst its many interests Design for Homes supports the management of the Building for Life awards scheme and manages the annual national Housing Design Awards.

I very much appreciate the receipt from architects and housing developers of plans and photographs of the schemes illustrated. I apologise for not including everything but space would not allow it. The book entailed endless travel throughout Britain. I was always warmly welcomed by people I specifically arranged to meet but there are simply too many to list.

Authors need good support from their publishers and I cannot thank Jodi Cusack, Lucy Potter and Lisa Jones of Elsevier/Architectural Press enough for their help, advice and support in producing the second edition, together with that of Neil Warnock-Smith and Marie Milmore for the first edition. Finally, the book would not have been possible without the endless support of my wife, Christine who, throughout the period of research and writing of both this and the first

edition, helped with travel arrangements, photography, filing, proof reading, etc. plus all the normal things of life which I had little time to do.

I took all the photographs myself except where photographers or others are specially credited in the figure captions. The project architects provided plans and drawings unless otherwise stated. I particularly wish to thank CABE, Building for Life and Design for Homes for their help with photographs. Whilst every effort has been made to trace the owners of copyright material, in a few cases this has proved impossible and I apologise to any copyright holder whose rights have been unwittingly infringed.

Whilst I received information and support from many sources, the book is an independent piece of work and I am responsible for the choice of schemes and opinions expressed.

Professor Ian Colquhoun
6th October 2007

Introduction

This book is about British housing and its design from 1900 to the present day. The period of time ends as it began with a forecasted need for large numbers of new housing. In 1900, this was to replace the slums left by the industrial revolution. Today it is to build affordable housing for sale and rent for a rapidly growing number of new households, the majority of which are single people and couples with no children, often young or elderly. Many are black and ethnic minority households. There is a huge population explosion in the South-East of England and an urgent need to address acute housing problems in the towns and cities. There is a shortage of affordable housing for people living and working in rural areas. There is general agreement that additional housing should be centred on the re-use of existing buildings and the development of brownfield sites to offer new life to urban areas. Yet many people have little affinity to urban life and have an inherent distrust of new concepts due to the failures of the 1960s housing. The problem for architects is that these generalisations hide great achievements and in reality the twentieth century, and particularly the first few years of the twenty-first, have witnessed an outflow of great creativity in housing design which continues to attract worldwide attention and admiration.

For most of the twentieth century action focused on new development, mainly the reconstruction of residential areas built at the time of the Industrial Revolution. The vast majority of the new housing was built by local authorities with mixed success. Private housing

was built in the suburbs but only rarely were these designed by architects. In the last two decades of the century, architects turned their attentions to the regeneration of inner-city areas and the refurbishment of 1960s estates. They established a trend for more environmentally friendly and community-based development. The first years of the new century saw the continuation of this but also a complete explosion of new ideas, which has transformed design and given society new confidence in what architects can achieve.

It was the interest in British housing from overseas that prompted the idea for this book. The RIBA frequently receives requests for information on housing, many from people wishing to visit schemes for themselves. There is also a need for a simple up-to-date primer, which can introduce the subject to visitors, students and practitioners. The book includes schemes from every decade from 1900. Many of the projects included have received national acclaim and awards for their design quality. A number of schemes over 30 years old have been included by English Heritage on the statutory list of buildings of “special architectural or historic interest” which now includes post-Second World War housing.

The first chapter of the book provides an historical overview. This enables the projects in the main body of the book to be seen against the political, social, economic and cultural background of the time when they were designed. The projects, which are described in later chapters, are highlighted in bold type in Chapter 1. Space in the book limits the number

of plans and photographs but they have been selected to demonstrate the great variety of design ideas. For people who want further information there are plenty of references to journals and other publications. There is a generous inclusion of schemes from 2000 to the present day so that the remarkable change in design approach can be fully appreciated.

Anyone engaged in housing design can benefit considerably from looking at other people's work and by talking to the managers of the projects and the residents. Visits will give first-hand experience. I have been to all the schemes and taken almost all of the photographs. Where schemes are within reasonable

walking distance of railway, underground or metro-stations, the nearest stop has been given. In some instances private transport is essential. No detail has been given of travel in Northern Ireland. Most projects can be viewed from the public highway but respect for people's privacy is essential. Permission should be sought before entering private grounds and it is not possible to visit sheltered housing for elderly people and other schemes providing specialist care without first seeking the agreement of the owners of the building.

I sincerely hope you find this book useful.



British Housing: 1900 to the Present Day

1

The early years: 1900–1918

It was not until the turn of the twentieth century that a real effort was made to deal with the huge legacy of poor housing handed down by the industrial revolution. In the nineteenth century a number of philanthropic individuals and organisations attempted to provide better housing for the working classes. Titus Salt's village at Saltaire, near Bradford, Peabody Trust housing in London and William Lever and George Cadbury's Garden Villages of Bourneville and Port Sunlight still remain as monuments to individual people who saw the benefits of decent housing for their workers.

Garden cities

The publication of Ebenezer Howard's *Tomorrow: A Peaceful Path to Real Reform* (retitled in 1902 *Garden Cities of Tomorrow*) [1] and the formation of the Garden City Association in 1898 led to the founding of **Letchworth Garden City** in 1902 and **Hampstead Garden Suburb** in 1906. At the same time, Joseph Rowntree started to build **New Earswick, York**.

Ebenezer Howard saw his garden cities in economic, social and political terms as well as physical. His vision was to create new self-sufficient "social cities" of 250,000 people, set with their own commerce and industry in the countryside. Each social city would consist of a central core of 58,000 people connected within a circle of six independent and widely spaced garden cities, each with populations of 32,000. His plans included an agricultural belt to be farmed on behalf of the community and to serve as a barrier to limit urban development. It remains the only new town where the land originally acquired for the development is still held in trust for the community [2]. Excess money from rent would be used to set up pension funds and community services. Any profit arising from development in the town must be used for the benefit of the community as a whole. In these ways he was unknowingly the first advocate of sustainable development.

Howard's ideas were ably translated in architectural terms by architects Raymond Unwin and Barry Parker (Fig. 1.2). Their design set out to avoid the monotony of the uniform grid plans of nineteenth century housing. They restricted density to 12 houses per acre

Figure 1.1 Lubetkin's flats at Spa Green still in excellent condition (p. 7).



Figure 1.2 Cottage housing in Letchworth.

(30 dw/ha) and planned the layout carefully to take advantage of the existing landform, trees, hedgerows and other natural features of a site. Their cottage designs reflected the popular English romantic ideals of the time [3], producing an architectural quality, which “materialised the Englishman’s ideal conception of home as a unit of house and garden combined” [4]. This fundamentally remains the housing preference of most British people today.

Government intervention

Despite Howard’s energy, the garden city movement merely touched the fringe of the housing problems of the time and clearly a more concerted effort was required. Under

the Housing of the Working Classes Acts of 1890 and 1900 local authorities were empowered for the first time to buy and develop sites to build houses for rent. The legislation was not mandatory but a few authorities were quick to respond. The London County Council (LCC), founded only a few years previously in 1888, built both tenement blocks (**Boundary Street**) and cottage estates of two-storey housing with gardens at both front and rear (Totterdown Fields, **Old Oak Estate** and **White Hart Lane**).

Homes fit for heroes: 1918–1939

It took a world war and the fear of revolution to bring about real change. Reconstruction

after the war meant a totally new outlook and spirit of concern to deal with the problems. In his speech to the electors of Wolverhampton in 1918, the Prime Minister, David Lloyd George, vowed, “to make Britain a fit country for heroes to live in” [5]. His words were embodied into legislation in the 1919, Housing and Town Planning Act, introduced into parliament by the Minister of Health, Christopher Addison. The Act instructed local authorities to survey the housing needs of their area and prepare programmes for meeting them. For the first time local authorities could seek government subsidy to support their programmes. Subsidy, in some form or other remained a feature of British housing for many years to come.

Garden city ideals

There was no doubting the preference for garden city housing. The Tudor Walters Report of 1919 [6] embraced this fully. A prominent member of the committee was Raymond Unwin. His influence ensured design criteria, which remained in place for a quarter of a century. The key features were semi-detached houses and short terraces made up of wide frontage houses with densities of 12 dwellings per acre (30 dw/ha) in towns and 8 per acre (17 dw/ha) in the countryside and a minimum planning distance of 70 ft (21 m) between adjacent rows of dwellings. In many cities and towns, the “cottage” estates, began to be laid out with great care and pride by local authorities [7].

The garden city movement rejected the city as it then existed and searched for better solutions based on the countryside and the village. Layouts were to take their form more naturally from the site and the dwelling design was to reflect a rural image [8]. At this time the debate began on how to accommodate the motorcar, which began to have

an impact on the urban scene in terms of dealing with through traffic and congestion. It also gave access for more people to live in the new suburbs and the countryside beyond.

There was disagreement amongst architects on layout arising from the contrast between Parker and Unwin’s theories and the *beaux-arts* style of straight roads and formal symmetrical layouts advocated by Patrick Abercrombie and Professor C.H. Reilly of Liverpool University [9].

Addison Act, 1919

This Act became the basis for all local authority housing built during the inter-war years. The Ministry of Health “Housing Manual” of 1920 illustrated typical cottage plans. The Tudor Walters’ report recommended separate parlours, but the Health Ministry preferred non-parlour types because these were considerably cheaper to build. Kitchens were merely “sculleries” and the bathroom was on the ground floor with the coal store nearby. They lacked many of the facilities that are now taken for granted but, at the time, they were great improvements on previous housing.

A lowering of quality

The lowering of subsidies by the Wheatley Act in 1924 and subsequent funding cuts during the recession reduced standards and general design quality. The early images of Parker and Unwin, which had formed the basis of the Tudor Walters Report, were rationalised and simplified. The difference in quality became evident. The Garden City Association felt betrayed. Ebenezer Howard had campaigned for the construction of 50 new towns. In reality, **Welwyn Garden City** founded in 1919, was to be the only other new town built until after the Second World War.

Slum clearance

The 1930 Greenwood Housing Act introduced subsidy to assist local authorities with slum clearance. It encouraged higher density housing and the building of flats in city centres. These were mainly in walk-up form in blocks of not more than five storeys in height. At this time the influence of contemporary housing in Amsterdam, Berlin and Vienna was strong and this can be seen in many of the design solutions.

Density and prefabrication

The building of flats in the 1930s fuelled the density debate, which was to continue throughout the century. Also emerging were the new radical ideas of Le Corbusier as expressed in his proposals for La Ville Radieuse (1922) and through his creative use of reinforced concrete to produce simple artisans' housing with free form plans. This stimulated the beginnings of an interest in prefabricated housing adopting radical building technology such as concrete and steel framed construction.

Influence of the Bauhaus

In parallel to Le Corbusier, a number of new developments in London in the 1930s were influenced by the architecture of the Bauhaus and the concepts of the CIAM (Congress Internationaux d'Architecture Moderne) and the 1933 Athens Charter, the basic principle of which was to let a rationally thought out and functional interior express itself in the building form, without recourse to any applied ornament or style. Architects escaping the Nazi regime in Germany joined with young British architects to design a number of unornamented "white" blocks of flats (**Isokon flats, Kent House, High Point 1 and 2, Kensall House and Pullman Court, Streatham**). High Point 1 quickly became an

icon for architects. Together these schemes, and the simultaneous publication of F.R.S. Yorke's *The Modern Flat* (1935) [10], were to have a phenomenal influence on housing design in the early post-1945 years. On a much larger scale in Leeds, the eight-storey Quarry Hill flats, built 1935–1941, was modelled on the Karl-Marx-Hof housing in Vienna. It involved a highly experimental form of prefabricated concrete construction, which, by the 1980s had so seriously deteriorated, that demolition was considered by Leeds City Council to be the only solution.

Private housing development

The most significant development between the wars was not council housing but the construction of large numbers of housing for sale. Over a quarter of a million new houses per year were sold to the new middle classes – civil servants, professional people, office workers and others, whose earnings were sufficient for them to afford the regular mortgage repayments to the building societies. Some 75 per cent of the 4 million dwellings completed between 1919 and 1939 were built by the private sector. Private developers seldom employed architects and their housing took on an all too familiar appearance. Most layouts conformed to planning criteria set down by the Tudor Walters report. Much of the housing was built along the new main roads leading out of the towns and cities. "Ribbon development" and the increasing use of good agricultural land fuelled constant criticism from planners and writers, and paved the way for higher-density housing after the Second World War.

Years of hope: 1945–1951

Very little new housing was built during the Second World War. However, the war

produced a revolution of socio-political ideas that previously would have been considered unthinkable. During the war, people had come to accept organisation from above, and they wanted a post-war reconstruction programme, which would “win the peace”. Throughout the country the housing shortage was severe. Positive planning was called for to tackle both slum housing and the effects of the bombing which had destroyed or made permanently uninhabitable some half a million homes. All political parties accepted that the state had a major role to play in tackling the nation’s housing problems. A number of local authorities were quick to respond, most notably the London Borough of Islington with highly innovative flats inspired by Lubetkin

at the **Spa Green and Priory Green Estates**, which had been planned just before the outbreak of the war (Fig 1.1).

Prefabricated housing

The Dudley Report and the Housing Manual of 1944 recommended the use of prefabricated houses as a means of building more quickly and during this period local authorities used a whole range of concrete, steel and timber systems – BISF, Spooner, Weir, etc. These were generally well liked. Most interesting were the “prefabs” built for people who had become homeless as a result of the bombing. The prefabs offered their occupants a standard of living that they could never have dreamt of.

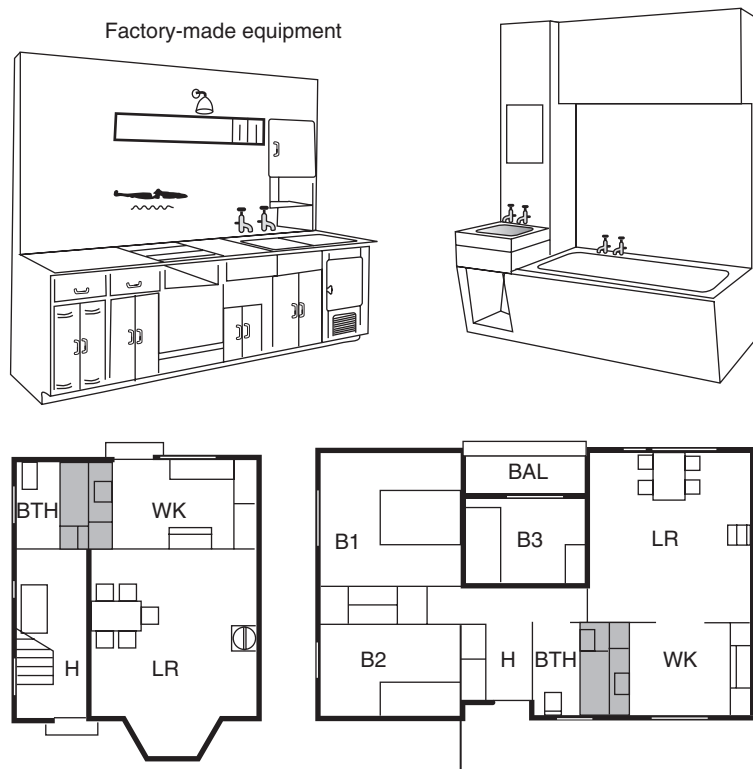


Figure 1.3 Post-war prefabricated housing: most contained the kitchen/bathroom-combined unit made of pressed metal shown here in a three-bedroom house and a three-bedroom flat (From Ministry of Health/Ministry of Works, Housing Manual 1944, HMSO, 1944, pp. 86 and 89).

Most had built in cookers and refrigerators as part of factory made kitchen/bathroom units (Fig. 1.3). Under the powers in the 1944 Temporary Housing Programme, local authorities built over 150,000 prefabs. They were generally intended to have a lifespan of around 20 years, but most far exceeded this expectation. As late as the early 1990s the “little palaces” were still popular with their occupants. A few, which have in recent years been modernised (**Wake Green, Birmingham**) will undoubtedly have a long life.

The neighbourhood unit

Both the Dudley Report and the 1944 Housing Manual [11] recommended planning new housing in neighbourhood units. These varied in size from 5,000 to 10,000 people and contained smaller homogeneous housing groups of between 100 and 300 dwellings. Neighbourhoods of this size could support a primary school, a range of local shops and other community facilities.

Scandinavian influence

The influence of post-1930 housing by Scandinavian architects was considerable in the early years after 1945. Their projects featured in many journals and government publications and were admired for their modest domestic scale and use of natural materials. Scandinavian layouts followed principles first used in 1930 by Walter Gropius for his Seimensstadt housing in Berlin, where blocks of flats were arranged in rows on an east–west orientation in open landscape to allow maximum sunshine penetration into living rooms. Sunshine was perceived in Britain to be important to good health. Therefore the layout principle was widely accepted and no one had any doubts about separating the

housing from the streets. Amongst the first schemes laid out this way were **Churchill Gardens** and **Roehampton**.

1949 Housing Act

The Health Minister, Aneurin Bevin, was concerned to ensure that council housing would be available for a wide cross-section of society. His ideas were incorporated into the 1949 Housing Act, which removed the obligation on local authorities to provide housing only for the working classes. They were now free to create balanced communities and to meet all housing need irrespective of social class. [12] He believed that good housing was important to health and he wanted to create housing for everyone in which the doctor, the baker and the butcher all lived next door to each other. Regrettably, this opportunity was never developed as local authorities concentrated on meeting their most critical housing problems.

The 1949 Housing Manual [13] contained minimum space standards for dwellings that have not been bettered even by the 1961 Parker Morris standards. The Manual criticised the monotony of the pre-war estate: “Unity and character are best achieved in low-density areas by the use of terraces and semi-detached houses in contrast with blocks of flats, and public buildings, and in other areas by a mixture of three-storey terraces and multi-storey flats and maisonettes” [14].

Much attention was given to the need for careful design in rural areas, which was exemplified in the new village housing in **Ditchingham, Norfolk** (Fig. 1.4). High-density housing was seen as necessary in urban areas and examples illustrated in the manual included the **Spa Green** (Fig 1.1) and **Woodbury Down Estates in London**. The Manual contained a chapter on the use of non-traditional systems of house building. It advised of the economies in time, labour and



Figure 1.4 Tayler and Green at Ditchingham, 1948.

cost that could be effected by the prefabrication of internal parts and fittings to fit a shell of standard size, whether in brick or in other forms of construction.

Mixed development

The concept of “mixed development” was based on the social perception that people would, in accordance with their needs, freely move from one kind of dwelling to another within an estate. The first home of the typical young family would be a flat in a tower or a four-storey block. Here the first child would be born. After the arrival of the second child a house with a garden would be more suitable. With the approach of old age, the occupants could find a house too large for their reduced needs and a more manageable flat or a bungalow would now be preferable. Mixed development appeared in every town and city (**Roeampton** and **Gleadless Valley Sheffield**), but the concept was flawed because mobility between the various forms of dwellings never became a practical reality.

Mark 1 new towns

A major concern of the immediate post-war years was planning the overspill of population

from the large cities. Patrick Abercrombie’s Greater London Plan of 1944 recommended the establishment of new towns as planned settlements of balanced communities with a target population of between 50,000 and 100,000 people. In 1946 proposals were announced for the first new town at Stevenage, which was quickly followed by others at Harlow, Crawley, Hemel Hempstead, Welwyn (previously a garden city), Hatfield, Basildon and Bracknell. The designations also included Newton Aycliffe, Peterlee and Corby, which were new towns to provide workforces for large local industries. Sir Lewis Silkin, the minister for town and country planning, saw new towns as places where “all classes of community can meet freely together on equal terms and enjoy common cultural and recreational facilities”. They were also to be “architectural fanfares for the common man, woman and booming baby” [15].

The planning of the new towns embraced the concepts of the neighbourhood unit and mixed development. The Development Corporations employed architects and consultants of the highest calibre including Berthold Lubetkin at Peterlee and Sir Frederick Gibberd at Harlow. Their role was significant in the development of the masterplans and determining the urban and housing design strategy. At Harlow Gibberd became a legend for his “design” [16] of the new town and many people in the town still commonly know his name.

Politically the new towns were unpopular with local authorities, which related the population loss to a fall in revenue. Rural authorities, where the new towns were designated, were concerned about all the new development in their back yard. Nevertheless over 30 new towns were built throughout the country including several in Scotland, Wales and Northern Ireland.

The Festival of Britain

The period culminated in 1951 with the Festival of Britain in London. Whilst enjoying the pleasures on the South Bank site, people were encouraged to visit the “live” architecture and planning show of the festival. The new **Lansbury Estate**, built in the East End of London, modelled all the new planning and design concepts complete with schools, a pedestrian shopping centre, churches and community buildings. The intention was to demonstrate the future to come. However, the reality in 1951 was more concerned with the general election and the return of Conservative government with promises of new approaches to housing development. The scene had been set for what was to be an explosion in housebuilding over the next 30 years.

In pursuit of an ideal: 1951–1979

The incoming government of 1951 introduced economies and lowered standards in order to build greater numbers. Through the medium of Harold Macmillan’s “People’s house” (Fig. 1.5) [17], the increased use of terraces, narrower frontages to raise density and fewer internal facilities were advocated. For the first time, plans for family flats above ground floor level were recommended. Mixed development continued to be the basis of design until the emergence at the end of the 1950s of high-density housing.

High-rise development

The 1960s and early 1970s are synonymous with high-rise housing. Politicians, planners and architects alike all welcomed the move away from the suburban housing sprawl of previous years. The influence upon architects of Le Corbusier’s Unité d’Habitation in

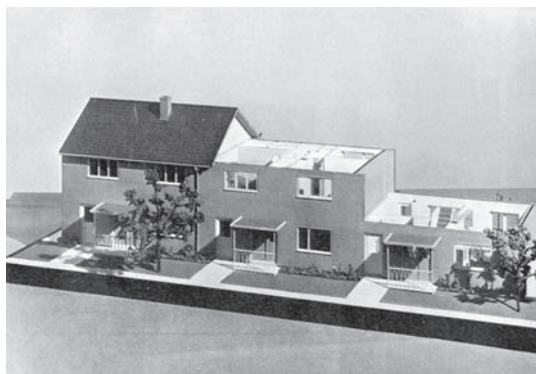


Figure 1.5 “The people’s house”, 1951 (MoHLG, Houses 1952, frontispiece).

Marseilles, completed in 1952, proved highly significant in promoting the modernist image. It symbolised “the futurist view of ... modernity as the saviour of the housing crisis” [18].

Le Corbusier’s vision was of clean, healthy housing in a green parkland setting with houses built in a mass-produced manner like ships and aeroplanes. His views were widely supported by contemporary architectural writers. In 1953, J.M. Richards and Gordon Cullen made bitter attacks in *The Architectural Review* on what they called the “prairie planning” of post-war new towns [19]. Both demanded more urban and higher-density development: “Towns should be planned as towns which is denied by the present suburban sprawl” [20]. The Unité was the concrete embodiment of Le Corbusier’s longstanding theories and programmes concerning housing. Such an event had not occurred since Ebenezer Howard’s day and it started a process of questioning and reappraisal of the housing problem in Britain: “Where do we want to live? What sort of houses do we want?” [21]. This fuelled the imagination of an architectural profession eager to make its contribution to the reconstruction of Britain [22].

The first point block of flats constructed in Britain was Frederick Gibberd’s eleven-storey block at **The Lawns, Harlow**



Figure 1.6 Alton West, Roehampton.

New Town (1950), but the most important of all the early schemes using high-rise blocks were **Alton East** and **Alton West, Roehampton**. Built by the LCC between 1952 and 1958, the influence of Le Corbusier's Unité d'Habitation is clear to see. The latter of the two projects, Alton West, set the trend in Britain for the use of pre-cast concrete components (Fig. 1.6). G.E. Kidder Smith, a leading American architectural critic of the time claimed it to be "probably the finest low-cost housing development in the world" [23]. Nicholas Pevsner "canonised" it as "one of the masterpieces of post-war residential design ... which stood foursquare in the greatest tradition of British picturesque landscaping" [24].

There were reasons other than architectural for attempting to convert Le Corbusier's image into reality. The race to build larger numbers of new dwellings took on an overwhelming political significance. Targets of half a million soon overtook Harold Macmillan's initial objective of building 300,000 homes per year. The Slum Clearance Act of 1955 fuelled the issue as local authorities drew up their 10-year programmes for huge amounts of clearance and redevelopment. Sheffield had one of the largest programmes and achieved 3,651 dwelling completions in 1965.

There was a shortage of land within the industrial towns and cities. Local authorities favoured high-density housing as it reduced their population loss. It was also firmly believed by both the government and the local authorities that the building industry could not cope with the volume of houses required using traditional craft-based methods of construction. Industrialised methods had to be employed. These could only be financially viable if development was organised on a large scale, which meant building high-density flats and maisonettes. The pressure from this forced the government to introduce legislation that positively encouraged high-density public

sector housing through their subsidy system – the housing cost yardstick.

The peak years of "high-rise" housing construction were from 1958 to 1968. The tallest blocks were thirty-one storeys in height at Red Road in Glasgow. In reality little more than 2 per cent of the housing built at this time was in tower block form as the vast majority was six-storeys or less. Most schemes were mundane and few reached the early expectations of the immediate post-war years [25]. They made little physical link with their surroundings and had few urban amenities within themselves (as was the case with Le Corbusier's "Unités") nor anything around which would have made them viable communities. On urban sites these flats frequently occupied tight plots and any surrounding space was taken up with road access and car parking. They were also built on the periphery of towns and cities from which there were inadequate public transport links to urban centres.

Streets in the sky

The influence of Le Corbusier's ideas was expressed further in the development of deck access housing. The concepts of "streets in the sky" and "cluster housing" were first identified in the unsuccessful entry by Alison and Peter Smithson in the 1952 **Golden Lane** housing competition. The Smithsons, who were members of CIAM X (Team 10), argued that "streets would be places and not corridors or balconies, thoroughfares where there are shops, postboxes, telephone kiosks" [26]. Unlike the central corridors in Le Corbusier's Marseilles Unité, the Smithsons' streets would be "open to the air although covered over, giving views to parkland and open space" [27]. Their *Criteria for Mass Housing*, published in the Team 10 Primer, 1957, had a considerable impact in defining "the new brutalism" [28]. They were ultimately to design only one

scheme that reflected these principles, at **Robin Hood Lane** in Tower Hamlets (DLR All Saints) which proved most unpopular with its occupants (Fig. 1.7).

Sheffield

The Smithson's concepts did however become a reality at **Park Hill, Sheffield**, where, in the years between 1955 and 1965, the City Architect's Department, led by Lewis

Wormersley, established an international reputation for its innovative housing design. Park Hill, with its "streets in the sky", was built on a steep hillside overlooking the railway station (Fig. 1.8). Harold Macmillan said it would "draw the admiration of the world" [see reference 23]. It had its own schools, shopping precinct, nursery, churches, pubs and community centres. Part of its initial success was due to an enlightened policy for the time of moving whole streets of families into the new



Figure 1.7 Robin Hood Lane.

“rows” so that neighbours were kept together. Community development officers helped the people settle in and set up social activities. As it was experimental, Park Hill received extra

government funding and this enabled the general standard to be higher than in later schemes built by other local authorities. Most noticeable elsewhere was the reduced width



Figure 1.8 Park Hill, Sheffield.

of the decks that became little more than access galleries.

Cluster housing

The concept of cluster housing related to the Smithson's vision of "community" and "feeling of identity", which had its origins in the "unadulterated vitality of life in the East End street" [29]. The cluster block as developed by Denys Lasdun at **Usk Street** (1952) and **Claredale Street** (1960), both in Bethnal Green, reflected these principles but neither proved popular with their occupants.

Space standards

Internally, the dwellings of the 1960s were designed to good space standards for the time. The Parker Morris report, *Homes for Today and Tomorrow*, published in 1961 [30] set out a new range of overall dwelling sizes based on thorough investigations into how people lived (Fig. 1.9). It concluded that space standards should not be concerned with room sizes but with the number of occupants. *Design Bulletin 6: Space in the Home* [31], first published by the MoHLG in 1963, developed the principle through defining spaces between the furniture

in each room. From 1969 to 1981, the Parker Morris standards were mandatory for all public sector housing, but were never accepted by the private sector to which the report was also directed.

Housing Cost Yardstick

Funding levels and subsidy for new development had to be determined in relationship to Parker Morris standards. This was achieved through the Housing Cost Yardstick System introduced by the Housing Subsidies Act 1967 and set out in the accompanying manual [32]. All too quickly the yardstick became geared to density and high-rise development and minimum standards became maximum.

Contractor designed housing

There was a shortage of architects both in private and public sector practice that meant that local authorities relied heavily upon the contractors who offered a combined planning, design and construction service. In the mid-1960s authorities were inundated with representatives selling their company's systems of construction. Far too many systems were untried and tested before use. Supervision on

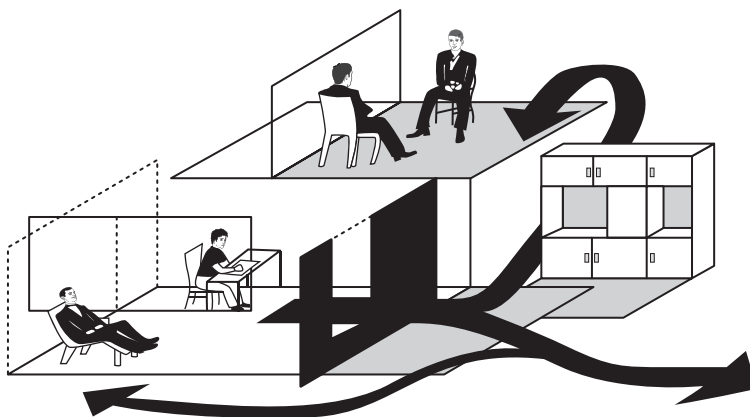


Figure 1.9 How people live: an illustration by Gordon Cullen from the Parker Morris Report, *Homes for Today and Tomorrow*, 1961, pp. 1 and 49 (Crown copyright).

site was often poor. Prefabricated panels were damaged at the edges and in the corners during construction, which produced leaky joints. Designs failed to consider cold bridging which caused dampness and mould growth that was to become worse where tenants could not afford to run the central heating systems. Poor construction was followed by bewildered management and poor maintenance in local authorities whose staff lacked the skills and experience to cope with the legacy handed to them.

Radburn layout

One of the key references in the Parker Morris report was to the use of layouts which segregated pedestrians and vehicles along the lines developed during the 1930s in Radburn, New Jersey, USA. The Radburn concept responded to a genuine fear of increasing danger from the growth in car ownership but there were inherent problems related to building houses in terraces whereas at Radburn the houses were detached or semi-detached with access to the front door from both sides of the house. There were also serious problems due to a lack of security in the rear parking courts and the separation of housing from the street was not liked.

Research and Development

The MoHLG's Research and Development Group under Cleeve Barr and Oliver Cox experimented with new housing forms in an attempt to set standards and collaborated with local authorities to build and test their ideas. The Research and Development Group developed its own 5 m system, which was built as a pilot project in 1961 at Gloucester Road in Sheffield. From the outset Oliver Cox expressed his concern over the way in which the development of industrialised housing was proceeding. He preferred to see

a more humanistic participatory approach to housing development.

The Research Group and later the Housing Development Directorate (HDD) of the Department of the Environment, under Pat Tindale, researched key design issues and produced a whole series of bulletins, occasional papers and other publications that offered guidance and feed-back on design and development, much of which is still relevant today. Of particular merit were the design bulletins and occasional papers on topics such as mobility and wheelchair housing and research on space in the home and residential roads and footpaths conducted by John Noble [33].

Standardisation of plans

Inherent in the research into the industrialisation of housebuilding was the recognition that certain elements such as staircases and bathroom fittings could be standard even though dwellings might differ in size. This theme was developed in a series of generic plans produced in 1965 by the National Building Agency (NBA). The NBA's standard range of house shells was intended to prevent abortive time being spent on house planning and to streamline production.

Flexibility and adaptability

Concepts of flexibility and adaptability were considered through the development of pilot houses by the MoHLG at the Ideal Home Exhibition in 1962 (Fig. 1.10). The arguments were further implemented after 1967 through the development of **PSSHAK (Primary System Support Housing and Assembly Kits)**. This concept had visions of using industrialisation to offer choice. The system provided movable partitions, which enabled the tenants to decide on the relative sizes of rooms for themselves, and when one family

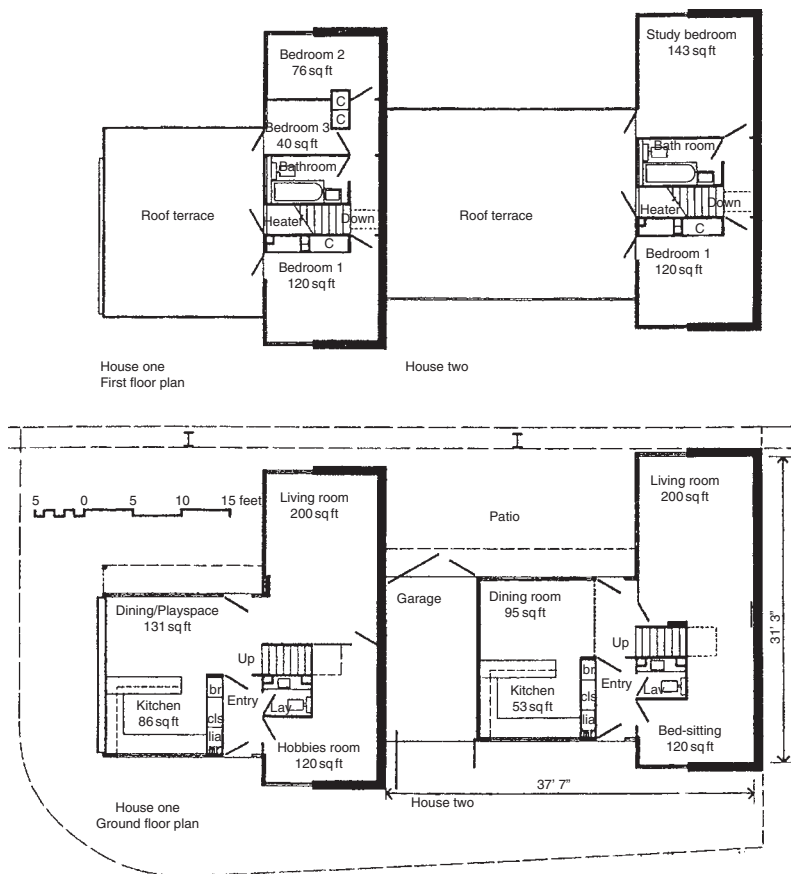


Figure 1.10
Expandable/adaptable houses designed by the MoHLG's Research and Development Group and erected at the Ideal Home Exhibition in 1962.

moved, or the children grew up, the sizes of the rooms or the size of the flat could change. A pilot scheme was built in 1977 at Adelaide Road/Eton Road, Camden.

The decline of high rise

Initially high-rise was accepted as people enjoyed modern facilities within the home for the first time. However, few people warmed to the modernist images. The rejection was heightened by the sheer size and scale of many of the schemes. There were also serious problems with noise transmission between dwellings. People felt isolated and flats above ground level were clearly unsuitable for families with children. The problems

were aggravated by a spiral of social and economic decline as communities were hit badly by unemployment following the collapse of traditional heavy industry from the 1970s onwards. The gas explosion at Ronan Point in May 1968 hastened an end to high rise and by the mid-1970s industrialised housebuilding had virtually ceased.

High density/low rise

The unpopularity of high-rise development at the end of the 1960s led to a change in direction. Housing forms were sought that accommodated families at ground level in dwellings with gardens with other dwellings above. Some solutions were ingenious,



Figure 1.11 High-density/low-rise housing, Maiden Lane, Camden.

but the over-complex forms required more sophisticated maintenance techniques which local authorities had difficulty in providing.

A conviction for modernist housing still remained an important vision for many architects in the 1970s. It was inherent in providing better housing for people.

Prominent amongst these was the Camden Borough Architect's Department, headed by Sydney Cook. Under his direction, Neave Brown, Gordon Benson, Alan Forsyth and others designed a number of highly ambitious schemes between 1968 and 1971 at **Highgate New Town, Maiden Lane** (Fig. 1.11), **Alexandra Road** and **Branch Hill**. Most of the Camden schemes were built on the consistent pursuit of a single idea – the linear stepped-section block based on Le Corbusier's designs as personified in Atelier 5's 1962 Seidlung Halen in Berne.

A very different approach was adopted by Darbourne and Darke for their scheme at **Lillington Street**, Pimlico, built between 1961 and 1971. Here the buildings are clad externally in brick and tile and the modelling of the blocks is designed to express individual dwelling units [34]. The approach produced a landmark project that was much admired and copied during the 1970s.

Theoretical design models

Most influential at this time were the mathematical studies of built form in the studies at Cambridge University in the 1960s by Leslie Martin and Lionel March. These proved that low-rise housing could be created at the same density as high-rise development. Two of their studies, published in *Urban Spaces and Structures* (1972) [35], related to "courtyard" housing and "perimeter" housing (Fig. 1.12).

Using hypothetical models, **courtyard housing** was shown to provide five times more accommodation than tower block development on an equivalent site. It could also achieve over half as much accommodation again as a terraced layout. The concept took physical form in Neylan and Unglass' schemes at **Bishopfield**, Harlow and at **Setchell Road**, Southwark. Phippen Randall and Parks also used a patio form in the hugely successful co-ownership scheme at **The Ryde**, Hatfield.

The principles of **perimeter housing** lie in the geometry of the "Fresnel Square". When translated into architectural terms the concept is that the traditional tower block isolated within a square of green could be developed as low-rise housing in a ring around the edge of the green without the loss of dwellings. The principle was developed into built form at **Watermeads, London Borough of Merton** and at Duffryn Lighthouse Road, Newport, South Wales (1978 McCormac & Jamieson) [36].

Mark 2 new towns and planned overspill

Even with high-rise housing, it was impossible for local authorities to rehouse in new development within their boundaries all the people and facilities displaced from the slum clearance areas. New towns and planned overspill developments were therefore an important part of the governments overall new housebuilding programme. This policy of population dispersal was supported by town planners who considered that the social, economic and planning problems of the inner cities could not be tackled without some people being moved out. The GLC was particularly active through its "Expanded Towns

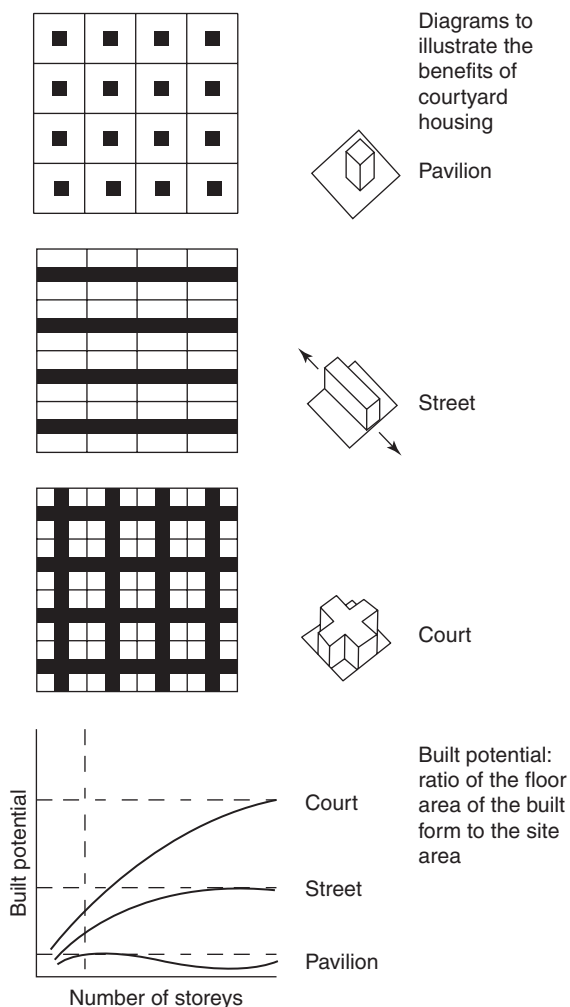


Figure 1.12 The Fresnel Square and Court housing: diagrams illustrate alternatives to high-rise housing (Redrawn with approval from Martin, L., and March, L., *Urban Space and Structures*, Cambridge University Press, 1972, pp. 36–37 and AR, 4/80, p. 207).

Policy” and planned overspill under the 1952 Town Development Act, which included major expansions of Basingstoke, Bletchley (later Milton Keynes), Swindon, and a number of East Anglian towns including Haverhill, Kings Lynn and Thetford.

After 1960 a further group of new towns were designated (Fig. 1.13) amongst which

were Skelmersdale, Runcorn (later Runcorn and Warrington) and Central Lancashire in the North-west, Washington in Tyneside, Redditch and Telford in the West Midlands, Peterborough, Northampton and Milton Keynes in the South-East. Others were designated in Scotland and Northern Ireland. In total, from 1946, 32 new towns were built in Britain with a total population of 2.5 million. Politically the new towns were not always popular with local authorities that related the population loss to a fall in revenue. Rural authorities, where the new towns were designated, were concerned at all the new development in their back yards.

The master plans for these new towns provided an opportunity for their planners to explore a number of different models. The road grid plan at **Washington** and later at **Milton Keynes** (planned on a kilometre grid) was based on achieving a high level of personal mobility. **Runcorn’s** figure-of-eight bus-only route gave an alternative emphasis to public transport. Most of the new towns experimented with new ideas in housing design. Runcorn (later Runcorn and Warrington), Washington and Telford successfully pioneered new ways of integrating the car into housing layouts. Runcorn developed the access-way (**Halton Brow**) whilst shared pedestrian/vehicular courts first appeared in Washington in the late 1960s. Milton Keynes developed complete cycle networks. High standards were set for the design of external spaces and planting. These innovations contributed much to the DOE’s planning and design bulletins and occasional research papers and had a significant influence over local authorities, the planning system and the general level of quality of development.

Housing Associations – the beginnings

The Housing Association movement began in the 1830s with the Society for Improving the

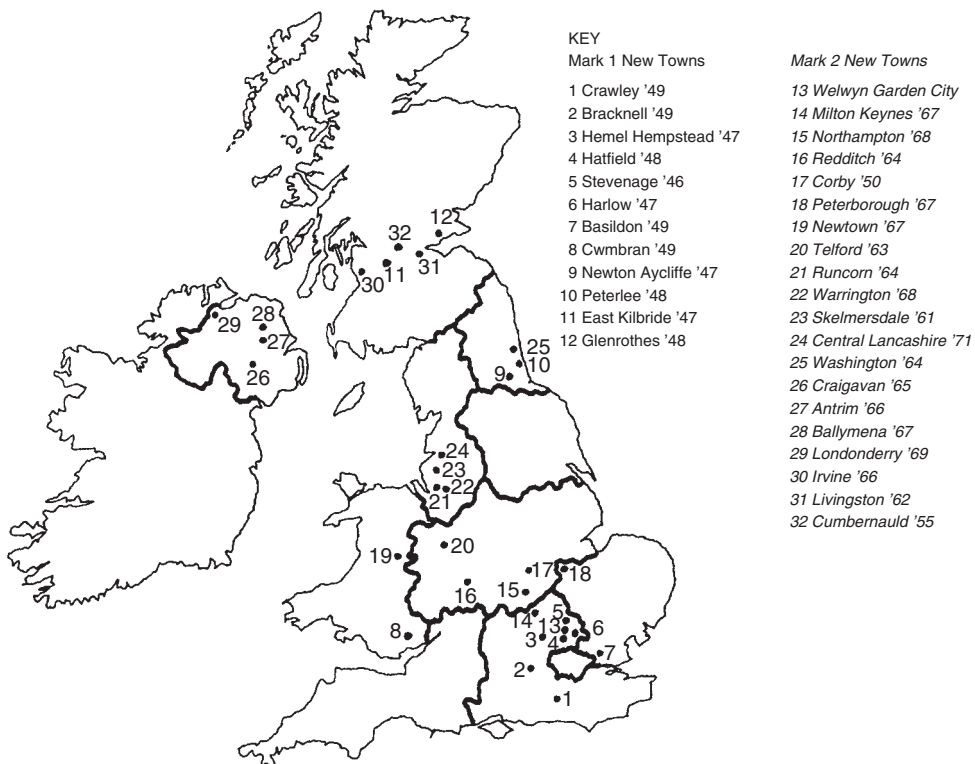


Figure 1.13 Location of the New Towns.

Conditions of the Labouring Classes. However, Housing Associations were of little significance until in the 1950s when they became involved in building special needs housing, particularly sheltered housing for elderly people. They received their major boost in the 1964 Housing Act in which the government established the Housing Corporation as a promotional body and the channel of finance. Most new schemes were small with an emphasis on meeting special need and developing urban infill sites where the architects took care to make the schemes fit the sites and the localities. Prominent in this area of work was the York University Design Unit led by David Crease, which designed some highly influential housing in Heslington, York for the growing University and newly established housing

associations for which he helped secure funding from the Housing Corporation (**Bretgate/Walmgate, York**) [37].

Encouraged by the 1967 Civic Amenities Act, Housing Associations became skilled in conservation and the conversion of old buildings into housing. This experience introduced associations to the larger and more difficult task of rehabilitating pre-1919 housing in inner urban areas. Working closely with local authorities, they established local offices and proved themselves particularly adept at working with communities, many of which included black and ethnic minorities. Frequently the residents were elderly owner-occupiers whose homes were in serious disrepair. The task often went far beyond this into areas of environmental improvement, helping local

groups promote community activities and generating employment opportunities [38].

Improvement of pre-1919 housing

The 1969 Housing Act created a new emphasis. At this time the worst of the Victorian slums had been cleared and most of the pre-1919 housing that remained, if adequately repaired and modernised, was capable of having a longer life. Prominent amongst the early schemes in the 1970s was **Black Road, Macclesfield** where architect, Rod Hackney, worked with local residents to preserve and improve two small groups of housing which, at the time, were included in the local authority's slum clearance programme.

The 1969 Act effectively brought an end to slum clearance and gave powers to local authorities to look at older housing areas as a whole. Funding was available to designate general improvement areas (GIAs) and later housing action areas (HAAs) in which the local authority established a working relationship with homeowners, landlords and their tenants to encourage them to secure improvement grants for internal works, whilst the local authority itself organised the environmental improvements.

The rehabilitation of pre-1919 terraced housing took on its most effective form in the **enveloping** schemes devised most progressively by **Birmingham City Council** in the 1970s. Enveloping was envisaged as a form of neighbourhood improvement, which financed renovations to the external fabric of unimproved housing without a cost burden being placed on the owners. The works included new roofs, windows, chimneystacks damp proof courses, cleaning of brickwork, etc., and a measure of environmental works. The internal improvements were subsequently organised through housing improvement grants. The Housing Acts of 1984 and 1985

directed financial resources to areas of greatest need and introduced means testing for improvement grants and local authorities could no longer support enveloping from their housing investment allocations [39].

Private housing

Home ownership grew rapidly from 1950 but most speculative housing followed the pattern established before the war with layouts of detached and semi-detached houses built to average densities of around 10 dwellings per acre (25/ha). A number of specialist developers produced good schemes, for example, A. Cragie in **Jesmond, Newcastle**. Neil Wates, after visiting Seidlung Halen in Berne, commissioned Swiss architects, Atelier V to design a small group of hillside houses in Croydon (Fig. 1.14) (*Park Hill Road, Croydon, 1968* – AR, 9/70, p. 181. R. East Croydon).

However, the most exceptional private housing of the period were the **Span housing** schemes at **Blackheath, Ham Common** (Fig. 1.15), **Highsett** in Cambridge and at other locations in the south of England. Span Developments Ltd was established in the mid-1950s by G.P. Townsend, an Architect who was formerly a partner of Eric Lyons but resigned from the partnership (and the RIBA) to become a “developer” [40]. Span's architect, Eric Lyons, thereafter produced designs with unmistakable flat and monopitched roofs, which set styles that became fashionable all over Britain. Lyons and Townsend (with their partners landscape architect Ivor Cunningham and builder/developer Leslie Bilby) shared a vision of how people might live – if shown the possibilities. It was a vision, which captured the imagination of Richard Crossman who, as Minister of Housing, gave planning consent, despite official advice, for **New Ash Green**.

Eric Lyons's greatest design achievement was to demonstrate that it was possible to



Figure 1.14 Atelier V's hillside housing at East Croydon.



Figure 1.15 Span housing at Blackheath.

move away from the standard housebuilder's pattern of site layout and the highway engineer's rigid requirements for the design of roads. At **Blackheath** the roads around the

sites were private (and still are). This enabled him to soften their visual impact and use materials such as stone setts for curbs and a variety of materials for paving [41].

He believed that the key to successful design was the firm control by a single architect of every detail from briefing to site supervision and having total command between plants, paving and building. Supported by Ivor Cunningham's landscape design, he was able to realise these high standards. His achievement brought public acclaim and he was RIBA President between 1975 and 1977.

A distinct advantage to the design was the management company set up by Span to maintain the buildings with their roads and planting. The residents bought long leases costing £2,500–3,000 (a substantial amount for the late 1950s) – knowing that thereafter their house

and its environment, including the roads and footpaths, would be maintained. Only if major planning or structural change were required would Span, as landlord, be involved. This arrangement has been a resounding success. It has not only preserved and enhanced the landscaping but ensured that the timber and tile hanging, the flat roofs, the open entrances to flat blocks and other features that have caused problems when copied elsewhere, have not been an issue in Span housing.

Design Guides

A number of planning authorities produced design guides to help secure better quality design in housing. The best of these was the

Essex Design Guide (1973), which demonstrated how, by careful design, it was possible to minimise the impact of the car on the residential environment and create the townscape quality that existed in the traditional town and village (Fig. 1.16). *The Architects' Journal* compared its significance to Le Corbusier's *Vers une Architecture* commenting that it "will inevitably influence the environment of the future"[42]. The publication in 1977 by the Departments of the Environment and Transport of *Design Bulletin 32, Residential Roads and Footpaths* in 1977 (second edition in 1992) supported this work by taking a fresh look at integrating the motorcar into housing layout design. It reflected the new ideas being developed, particularly by the new towns.



Figure 1.16 *Essex Design Guide* at its best at South Woodham Ferrers.

New directions: 1979–1997*New policies*

The new Conservative government of 1979 began almost immediately to make changes in direction for all housing sectors. An early move was to abolish mandatory Parker Morris standards in 1981 which caused sufficient concern for the RIBA and the Institute of Housing (now the CIOH) to collaborate on the publication of their own set of standards in *Homes for the Future* in 1983, followed by a series of specialist design bulletins (listed in the bibliography). New housing development by local authorities dwindled and in the 1988 Housing Act their role was redefined as “enabler”. After much hesitation, the government passed responsibility for building new rented housing from local authorities to housing associations that became “Registered Social Landlords” (RSLs). “Public sector housing” became “social housing”, defined as “housing provided by an organisation which allocates accommodation on the basis of need” [43].

Right-to-buy

The cornerstone of government policy for social housing was the right-to-buy (RTB) legislation. Home ownership was essential to the government’s philosophy centred on property owning individuals and family. Despite counter efforts by some Labour controlled councils, the early years of the RTB were successful for the government. By 1982, over 200,000 council houses had been sold to the occupants, frequently with the benefit of very generous discounts off the market value of the property. By 1986, over a million dwellings had been sold. It was “the Sale of the Century” [44]. It gave people an economic stake in their home to pass on to the next generation but it failed because local authorities could only reuse a

proportion of the proceeds from sales for housing purposes.

The housing crisis

The 1981 riots in Brixton, Toxteth and Moss Side and those of 1985 in Handsworth and Broadwater Farm drew government attention to the need for action to tackle the worst council estates. Lord Scarman’s official enquiry [45] into the causes of the 1981 riots concluded that they were the product of unemployment and poverty, which produced an alienated society. Amongst its recommendations was that local communities should be more involved in the making of decisions that affect their home and environment. This view was supported by *Faith in the City*, published by the Church of England in 1985, which added an important issue: “where a community is small enough for human relations to be conducted, and for the environment to be cared for by the people who live in it, the destructiveness diminishes” [46].

Estate Action

The solution determined by the government was a marriage of Conservative ideals of privatisation, home ownership and self-sufficiency linked with the hitherto left-wing model of community participation. The Priority Estates Project (PEP), which began in 1981, was the first initiative. This was followed by the launching of the Urban Housing Renewal Unit (UHRU) in 1985, renamed Estate Action in 1986.

Estate regeneration funding was made available for a wide range of physical improvements to tackle the structural, layout and environmental problems, as well as the modernisation of the dwellings themselves. High on the agenda were measures to improve safety and security, to conserve energy and to provide more community facilities.

Workshops and other buildings, intended to stimulate employment opportunities amongst communities, were incorporated wherever possible. In some instances, it proved to be more economically and/or socially viable to demolish the estate progressively and decant the tenants into new low-rise development.

There was a huge problem with the high-rise and high-density estates. Many suffered serious physical difficulties but much worse were the growth in unemployment, crime, vandalism and anti-social behaviour. Many tower blocks were demolished but others were given a new lease of life with a new outer skin in a variety of forms (**Nightingale Heights**, Greenwich; **Winterton Tower**, Tower Hamlets). With the installation of modern door entry systems, a block could offer a high degree of safety, security and privacy. Some blocks were successfully converted into sheltered housing for elderly people, complete with resident warden, concierge, community rooms and a launderette.

In addition to improving the physical fabric of estates, the process in itself was an important means of stimulating the economic and social objectives for stabilising the community and raising its self-esteem (**Kings Cross Estate Action**, **Cromer Street**). This multi-faceted approach to regeneration was seen as essential to the long-term sustainability of the estates.

In 1996 Estate Action was merged with the Single Regeneration Budget (SRB) to form a single pot of money for estate and urban regeneration. It became harder to secure funding and local authorities looked elsewhere. Some linked with housing developers and to established Local Housing Companies and Joint Venture Companies as a means of attracting government and private sector funding into regeneration. Hull City Council was particularly successful in this way at Victoria Dock and Gipsyville.

Community architecture

Architects made a real contribution to the regeneration of council estates through community architecture. Ralph Erskine encouraged resident participation at **Byker** in the 1970s and Hunt Thompson's pioneering scheme at **Lea View, Hackney** in the early 1980s established the model for estate regeneration. Rod Hackney was also active at **Black Road, Macclesfield**. The community architecture movement received royal assent in 1984 from Prince Charles who in his speech to the RIBA at Hampton Court said:

"To be concerned about the way people live, about the environment they inhabit and the kind of community that is created by that environment, should surely be one of the prime requirements of a really good architect ... what I believe about community architecture is that it has shown 'ordinary people' that their views are worth having".

The RIBA actively promoted community architecture. In 1988 the Housing Group published *Tenant Participation* [47] jointly with the Chartered Institute of Housing, which brought together examples of the best practice of the time [48].

Utopia on Trial

Alice Coleman's book *Utopia on Trial: Vision and Reality in Planned Housing*, published in 1985 [49], made a huge impact at the time. Her views were vigorously supported by the Prime Minister, Margaret Thatcher. The book made sweeping condemnations of local authority housing, both in its design and management. Assisted by a team of five researchers, Alice Coleman studied more than 100,000 houses mainly in Southwark and Tower Hamlets. She concluded that people were clearly happier in housing which related to streets and where

the space around had a measure of defensibility and surveillance. The use of through roads rather than culs-de-sac would reduce crime [50]. The Department of the Environment commissioned her to put these views into practice in a number of estates in Southwark, Tower Hamlets (Fig. 1.17) and Westminster (Fig. 1.18). Many of her findings from this reflected those of Oscar Newman who had previously studied similar estates in the USA [51]. The final outcome was ultimately considered to be inconclusive but the concept of “permeable” street layouts is now widely accepted.

Housing Action Trusts

Housing Action Trusts (HATs) were seen by the government as the next step on from RTB: the prospect of having their home and estate improved would persuade tenants to accept transfer to an alternative landlord. After experience on the Tenants’ Choice Programme in 1987, government officials made direct approaches to a number of estates to form HATs, but residents were suspicious of the intentions and refused to co-operate. The first HAT was, after much negotiation, eventually established in 1991 at the **North Hull Estate**. This was followed by others at Waltham Forest (1991), Liverpool (1993), **Castle Vale, Birmingham** (1993), and in London – **Tower Hamlets** (1993) (Fig. 1.19) and **Stonebridge in Brent** (1994). They proved to be well-funded successful experiments in reviving estates affected by severe levels of deprivation. The process enabled the HATs to acquire the housing stock from the local authorities by direct transfer after a favourable ballot of the tenants. During refurbishment or building new housing, the tenants could vote to either return the ownership of their dwelling to the local authority or be transferred to an alternative landlord such as a local housing association. Ownership could also be taken over by the

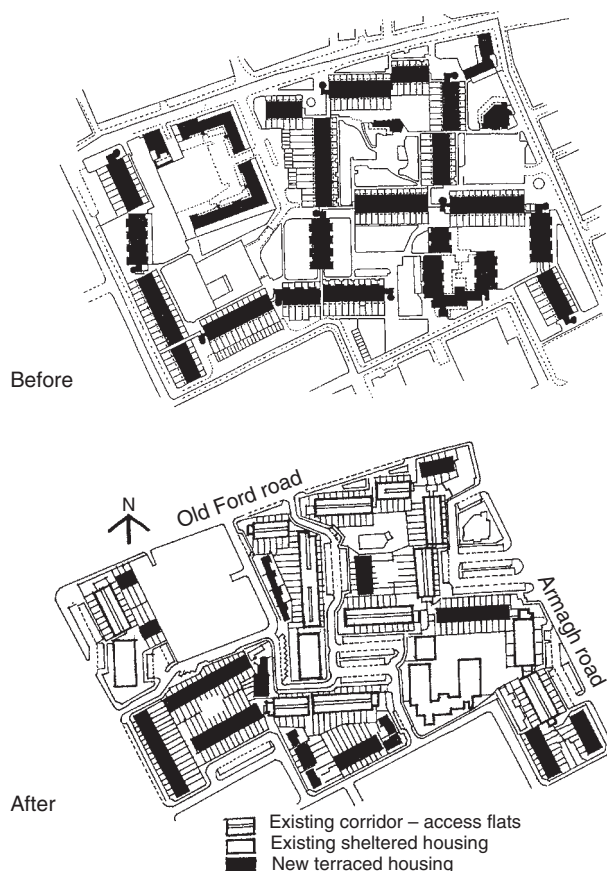


Figure 1.17 Ranwell Road Estate, Tower Hamlets, before and after the DICE intervention (redrawn with approval from B, 11/97, p. 48).

residents themselves through forming a Community Based Housing Association. HATs were to have limited lives so an important task was to prepare an “exit strategy” which generally led to the establishment of some form of Community Trust, run by residents, to protect the long-term sustainability of the physical and socio-economic regeneration measures.

Home ownership

The government placed its emphasis on building new housing for home ownership. By 1995, home ownership had reached 67 per cent of the total housing stock but



Figure 1.18 Mozart Estate: new roads to increase the level of permeability. Note also the new pitched roofs and Erno Goldfinger's Trellick Tower in the distance.

many people, particularly those who had purchased their council house through the RTB scheme found difficulties in maintaining their mortgage repayments, only to find their house repossessed. The plight of the homeless grew as the social housing programme slumped. By 1996 little more than 35,000 dwellings were being built throughout the whole of Great Britain (excluding Northern Ireland). In the same year some 110,000 dwellings for sale were built by the private sector.

Later new town development

A number of new towns continued to build housing for rent into the 1990s and produced some outstanding schemes (e.g. **Warrington, Irvine**). **Milton Keynes** succeeded in producing well-designed private sector housing through its positive development control approach. The major problem today for the new towns is that their infrastructure and major facilities, all built over a short space of time, is now ageing together and there is a lack of finance for major repairs [52].

Urban Development Corporations

By 1979, most major cities had large areas of derelict land and buildings resulting from the loss of former heavy industries. Many of these areas had water frontage – sea, docks, rivers and canals, which presented a unique opportunity for the government to take direct action through establishing Urban Development Corporations (UDCs), which, much to the dismay of the local authorities, were quasi-independent bodies responsible to government. UDCs were established in Bristol, Central Manchester, Cardiff (Cardiff Bay), Leeds, Liverpool (Merseyside), London (London Docklands), Manchester (Trafford Park), Sheffield, Stoke on Trent (Black Country), Teeside and Tyne and Wear. Unlike new towns, the UDCs were not direct providers of new housing. They did, however, possess full planning powers within their designated areas and could also exert some influence on quality through the briefing and land release processes. Most Corporations used these powers very effectively [53].



Figure 1.19 Tower Hamlets HAT: new housing replacing the 1960's Monteith Estate.

The London Docklands Development Corporation (LDDC) started a transformation of the former docklands and River Thames frontage, which has continued to the present day. In its early days the Corporation was severely criticised for its laissez-faire approach to planning when it considered that the emphasis should be to secure development regardless of its quality. Much was rubbished as “dockney” [54]. The largest percentage of the housing was private sector

but from 1990 the LDDC worked in partnership with Housing Associations to secure some social housing for rent. In later years schemes of much higher design quality were built (as illustrated later) and Docklands has become a remarkable place in which to live (Fig. 1.20).

Housing association development

By the mid-1990s housing associations were responsible almost entirely for the building



Figure 1.20 London Docklands: Blackwall Basin, near Canary Wharf: a unique place in which to live.

new social housing. Many were involved in regenerating large 1960s housing estates working in partnership with local authorities and the private sector. Some concentrated on providing housing for elderly people and offering care facilities (**Liberty of Earley, Reading**) (Fig. 1.21). A number of associations successfully promoted new forms of housing for young people (**Swansea Foyer**) and developed low-energy housing (**BedZED; Honddu Place, Swansea**).

Partnering

In his report *Constructing the Team* [55], published in 1994, Sir Michael Latham gave added strength to people in the building industry who advocated closer working between client and builder by recommending the partnering

method of procurement which he believed could cheapen costs. This has now become the accepted way for the larger housing associations (and groups of associations that have linked together for development purposes) to operate with contractors and house builders on major housing regeneration projects.

Housing co-operatives

The early 1980s witnessed the emergence of the Housing Co-operative movement. Most significant in the last quarter of the century was the growth of the par-value co-op. In normal co-operative housing, members have personal equity for their own property but in par-value co-ops they are nominal shareholders and own the development collectively [56]. From 1957 local authorities could

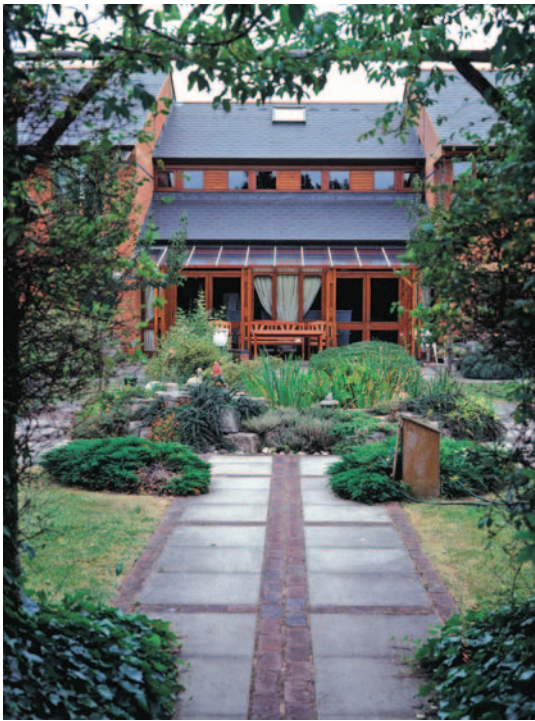


Figure 1.21 Liberty of Earley sheltered housing for frail elderly people; view of the garden court.

provide them with mortgages, but more importantly from 1974 they could receive the same grants as housing associations through the Housing Corporation. The greatest concentration of co-ops was in **Liverpool** and **Glasgow**. In London the **Coin Street Community Builders** created some highly imaginative housing.

Self-build

A number of housing co-operatives ventured into the area of self-build, notably the **Diggers** in Brighton. Self-build is the ultimate form of resident participation in the housing design and procurement process and its supporters argue, the most sustainable. Self-build in Britain is small in comparison with other countries. A study carried out by Sussex University in 1992 [57] showed that the self-help sector

comprised just 6 per cent of the housing market in comparison to USA where it is 20 per cent. The statistics have not since greatly changed. In Sweden, Stockholm City Council has had a self-build department since the 1920s, which has been responsible for 30 per cent of all single-family dwellings in the city. The benefits of self-build for both rent and home ownership can be considerable provided residents accept the commitment and the time it takes, particularly acquiring the land and the finance. It can reduce construction costs by as much as 40 per cent which can produce cheaper homes; or the saving can be put into improving the quality of the housing such as measures to reduce energy. The unseen benefits are greater satisfaction, a sense of ownership leading to better standards of maintenance and a new vitality in housing [58].

Lifetime homes

Developed by the Joseph Rowntree Foundation, lifetime homes is about creating housing that is accessible and adaptable so that it can meet the changing circumstances of the occupants. Dwelling plans are designed to be suitable for both able-bodied people and adaptable for frail or physically disabled people.

The 16 design features for lifetime homes are indicated in Fig. 1.22 and Table 1.1. The cost at the initial construction stage of these features is small in comparison with the later cost of making adaptations and many housing associations have now adopted the standards for all their new developments.

Private housing development

Private ownership increased steadily to 67 per cent of the total stock by 1997. For most people this meant buying a new house in a speculative suburban development. The use of brown land in the inner cities grew

Lifetime Homes standards

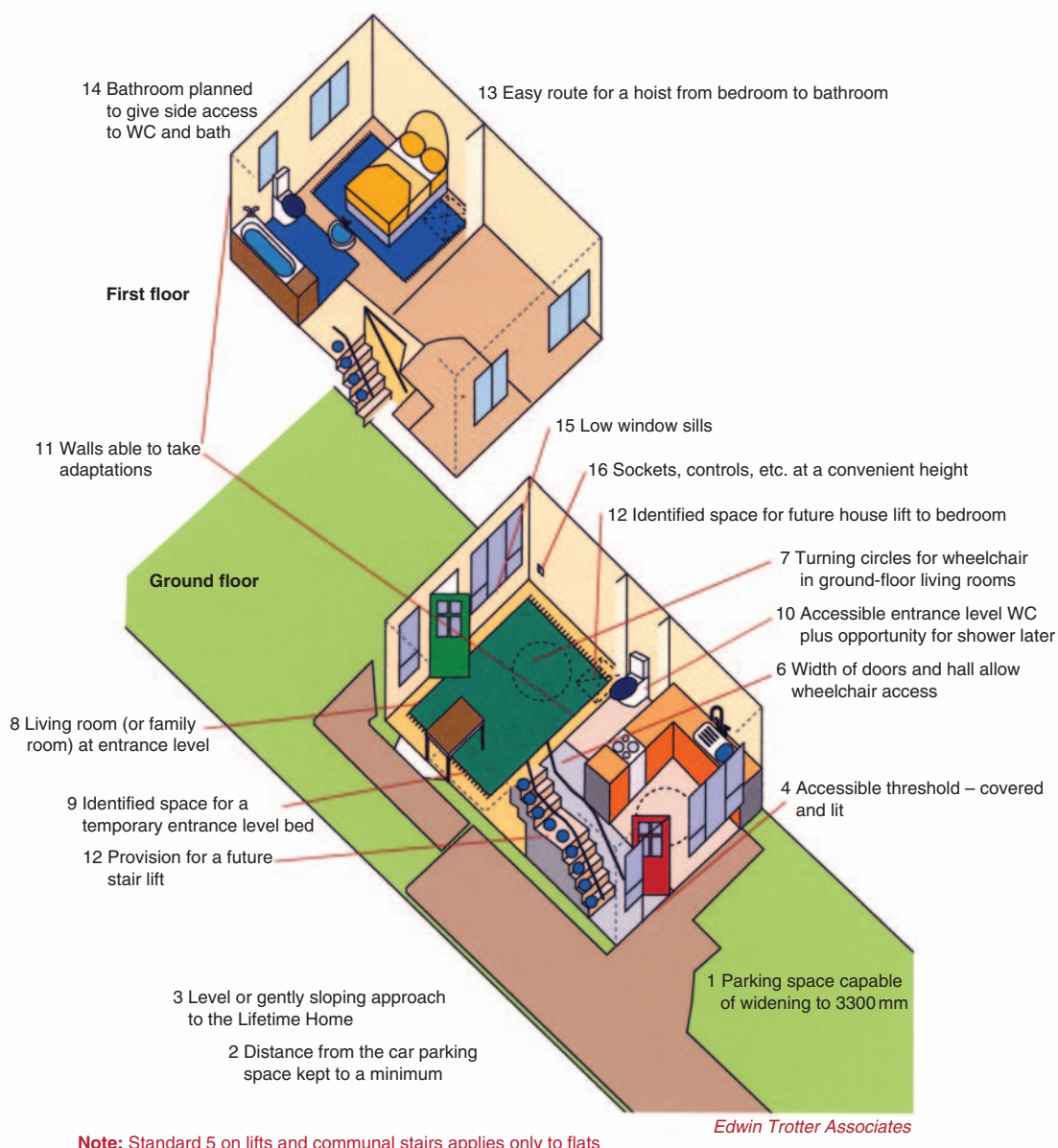


Figure 1.22 Lifetime Homes: design features of a three-bedroom house (from page 12 of *Meeting Part M and Designing Lifetime Homes*, edited by Caitriona Carroll, Julie Cowans and David Durton, published in 1999 by the Joseph Rowntree Foundation. Reproduced by permission of the Joseph Rowntree Foundation. Drawing copyright: Edwin Trotter Associates).

Table 1.1 Lifetime Homes Standards

1. **Car parking:** Where adjacent to the home, should be capable of enlargement to 3.3 m width.
2. **Access from car parking:** The distance from the car parking space to the home should be kept to a minimum and should be level or gently sloping.
3. **Approach:** The approach to all entrances should be level or gently sloping.
4. **External entrances:** All entrances should be illuminated, have level access over the threshold and have a covered main entrance.
5. **Communal stairs:** Communal stairs should provide easy access and, where homes are reached by a lift, it should be fully accessible.
6. **Doorways and Hallways:** The width of internal doorways and hallways should conform to Part M of the building regulations, except that when the approach is not head on and the hallway width is 900 mm, the clear opening width should be 900 mm rather than 800 mm. There should be 300 mm nib or wall space to the side of the leading edge of the doors on entrance level.
7. **Wheelchair accessibility:** There should be space for turning a wheelchair in dining areas and living rooms and adequate space for wheelchairs elsewhere.
8. **Living room:** The living room should be at entrance level.
9. **Two or more storey requirements:** In houses of two or more storeys, there should be space on the entrance level that could be used as a convenient bed space.
10. **WC:** In houses with three or more bedrooms, or one level, there should be a wheelchair accessible toilet at entrance level with drainage provision enabling a shower to be fitted in the future. In houses with two bedrooms the downstairs toilet should conform at least to Part M.
11. **Bathroom and WC walls:** Walls in the bathroom and WC should be capable of taking adaptations such as handrails.
12. **Lift capability:** The design should incorporate provision for a future stair lift and a suitable identified space for a through the floor lift from the ground floor to the first floor, for example to a bedroom next to a bathroom.
13. **Main bedroom:** The design and specification should provide a reasonable route for a potential hoist from a main bedroom to the bathroom.
14. **Bathroom layout:** The bathroom should be designed for ease of access to the bath, WC and washbasin.
15. **Window specification:** Living room window glazing should begin no higher than 800 mm from the floor level and windows should be easy to open/operate.
16. **Fixtures and fittings:** Switches, sockets, ventilation and service controls should be at a height usable by all (i.e. between 450 and 1200 mm from the floor).

Reproduced by courtesy of the Habinteg Housing Association (www.lifetimehomes.org)

and many of the large house building companies established urban renewal units, formed partnerships with local authorities and housing associations and participated in seeking grant aid from the government through City Grant, City Challenge and Single Regeneration programmes. This saw the beginnings of the waterfront developments in most of the major cities and towns (**Swansea, Plymouth**) (Fig. 1.23).

Living over the shop

Some success came out of this initiative developed in the early 1990s by Ann Petherick and Ross Fraser [59] with the support of the Joseph Rowntree Foundation. Unfortunately, whilst there have been some excellent schemes, for example those run by Coventry Churches Housing Association in Granby Street, Leicester, and the Soho Housing Association at 9 Berwick Street in London,



Figure 1.23 Plymouth: successful waterfront regeneration offers new lifestyle opportunities.

the government programme was not fully taken up. Nevertheless, the concept is not forgotten as the Northern Ireland Housing Executive has recently launched a substantial living over the shop (LOTS) programme.

Housing for young people

The 1980s and 1990s witnessed the growth of young homeless people in Britain, particularly amongst the 16–26 age group. In 1995 the CHAR Inquiry into Youth Homelessness Report [60] estimated that there were between 200,000 and 300,000 homeless young people in Britain. This coincided with a huge rise in unemployment. With no work, young people were unable to find anywhere to live and with no home they could not get work.

Foyers: The most significant response to this came from the rise of the foyer

movement. The idea originated in France in the 1940s. The UK network was spearheaded from 1992 by Shelter and Grand Metropolitan plc. Foyers provide accommodation, training and a job network for young people between the ages of 18 and 25. Most have been located in cities and large towns close to public transport and work opportunities (**The Swansea Foyer**). By mid-1997 there were 51 operational foyers in Britain with a total of 2,500 bedspaces nationwide. Sizes of foyers varied between 8 and over 150 bedspaces. The average length of stay was 12 months. Rents were low but Foyers could raise additional income from statutory grants, revenue from catering in their cafe/restaurants and training facilities.

Youth build: Another initiative that grew in the 1990s was self-build by young people promoted by the Young Builders' Trust and undertaken by a whole host of small organisations

such as Grimsby Doorstep [61] which enables young people to improve pre-1919 terraced housing or build new housing whilst gaining training in the building industry for future employment. Regrettably, whilst these initiatives are good they have merely touched the problem of unemployment and disillusionment amongst young people.

Concern for quality/sustainability

By the mid-1990s concerns about quality in the built environment and the future impact of urban growth were being expressed in high places. Prince Charles's books *A Vision of Britain* (1989) [62] and *Urban Villages* (1992) [63] brought the issues to the public's attention. In 1994, John Gummer, Secretary of State for the Environment, outlined his concern in a remarkable publication for the government of the time, *Quality in Town and Country* [64]. This emphasised the importance of architecture in creating quality and urban design, which can reinforce a sense of community and create local pride. Above all it commented that "Quality is sustainable". John Gummer defined sustainability as "taking the longer term perspective and not cheating future generations out of the quality of life we enjoy" [65]. A whole host of guidance followed amongst the best of which was research sponsored by the Joseph Rowntree Foundation [66]. There was particular hope from the Urban Villages movement.

Urban Villages as a concept originated in the plans of the unsuccessful attempts in the early 1980s by Consortia of housebuilders to develop "Country Towns" within the greenbelt around London [67]. It was stimulated by the Urban Villages Forum established by Prince Charles who saw Urban Villages as mixed-use developments covering 100 acres (30 ha) for 5,000 residents. Housing was to be built at an average density of 20–25 dwelling/acre

(50–60 dw/ha). There would be a focus on public transport and reducing car travel by building workspace as part of the development. Central to the concept were unified control of the whole site by the landowner and/or promoter of the development. Their responsibilities would be set out in the constitution of an "Urban Village Trust". Local people would be represented on this through a "Community Trust" [68]. **Poundbury** was identified by the Forum as its first demonstration project followed by **Crown Street**, Glasgow, **West Silvertown** in London Docklands, **Hulme** and the **Millennium Village**, Greenwich (Fig. 1.24).

From 1997 into a new century

Towards an Urban Renaissance

The new century was heralded in 1999 by the Urban Task Forces report *Towards an Urban Renaissance* [69]. Chaired by Lord Richard Rogers, its mission was to "recommend practical solutions to bring people back into our cities, towns and urban neighbourhoods ... to establish a new vision for urban regeneration founded on the principles of design excellence, social well-being and environmental responsibility within a viable economic and legislative framework". The publication was hugely influential.

CABE

CABE was set up in 1999 and is a statutory body funded by Communities and Local Government and the Department of Culture, Media and Sport. It is the government's advisor on architecture, urban design and public space. From the outset CABE placed design quality firmly on the modern housing agenda. Its audits of housing design in England between 2004 and 2007 "amount to a damning



Figure 1.24 The Greenwich Millennium Village in its setting.

indictment of the country's housebuilding industry" [70]. Twenty-nine per cent of the schemes looked at (by the audit) should never have received planning permission [71]. Only 18 per cent were rated good or very good and the majority were just "average". Much of the problem was found to come from developers building their own standard house types regardless of the site and location, and failing completely to create a sense of place. The best schemes were in urban regeneration projects and in schemes involving public funding where there had been more influence over the developers. The real problem was in the suburbs where developers were mostly interested in keeping costs down.

Sustainable communities

There is now a wide acceptance that housing development is not just about building estates but creating neighbourhoods that will be sustainable because they are balanced, mixed use, mix-tenure, walkable communities containing the facilities needed to enjoy a civilised life – schools, local shops, health and community buildings, open space, etc. They are well connected to good transport services and are well managed with effective and inclusive participation. Good design, affordable housing, higher-density development, low carbon emission, eco/low-energy design, building for life, modern methods of construction are now all integral with sustainable housing design [72].

Building for Life

Building for Life promotes design excellence and best practice in the house building industry. It is led by CABI and the Housebuilders' Federation in association with the Civic Trust, English Partnerships, the Housing Corporation and Design for Homes, which is the lead assessor for the building for life awards. The aim of the awards is to improve the quality of English housing by identifying

successful new housing schemes that demonstrate high design and place-making standards. The Building for Life standard is not about "subscribing to any one particular form of architecture" [73] but rather it is a national quality benchmark with gold and silver categories. The assessment methodology for the Building for Life standard is based on 20 questions, listed in Table 1.2.

Table 1.2 CABI, delivering great places to live: 20 questions you need to answer.

Building for Life Questions

Character

1. Does the scheme feel like a place with a distinctive character?
2. Do buildings exhibit architectural quality?
3. Are streets defined by a well-structured layout?
4. Do buildings and layout make it easy to find your way around?
5. Does the scheme exploit existing buildings, landscape or topography?

Roads, parking and pedestrianisation

6. Does building layout have priority over roads and parking so the highways do not dominate?
7. Are the streets pedestrian, cycle and vehicle friendly?
8. Is the parking well integrated and situated so it supports the street scene?
9. Does the scheme integrate with existing roads?
10. Are public spaces and pedestrian routes overlooked and do they feel safe?

Design and construction

11. Is the design specific to the scheme?
12. Is public space well designed and are management arrangements in place?
13. Are buildings or space ahead of statutory minimum guidelines such as building regulations?
14. Has the scheme used construction technology that enhances its performance, quality and attractiveness?
15. Do internal spaces and layout allow for adaptation, conversion or extension?

Environment and community

16. Does the scheme have easy access to public transport?
17. Does the development have any features that reduce its environmental impact?
18. Does the tenure and accommodation mix reflect the needs and aspirations of the local community?
19. Is there an accommodation mix that reflects the needs and aspirations of the local community?
20. Does the development provide (or is it close to) community facilities, such as a school, parks, play areas, shops pubs or cafes?

Density

Density and its relationship with sustainability has become a focus of much public debate. *Towards an Urban Renaissance* referred to the 3.8 million new dwellings which government forecasted would be needed over a 25-year period. If this were built to the prevailing average density levels it would cover an area of land larger than the size of greater London (p. 46); also low-density development requires more physical infrastructure – roads, water, gas, electricity, etc. Good design could produce desirable neighbourhoods at higher density provided there was access to open space and common facilities including good public transport. It would also prevent the erosion of the greenbelts around the major urban conurbations.

This concern was reflected in Planning Policy Guidance Note 3, *Housing* (PPG3) published in March 2000, which advised that housing developments should be designed to at least 12 dwellings per acre (30/ha) while 16 (40/ha) is preferred and 20 (50) the minimum for all urban locations. Higher densities than this were to be encouraged in locations near to public transport. PPG3 was replaced in November 2006 by Planning Policy Statement 3: *Housing* (PPS3) which reaffirmed the minimum density requirement.

The most significant change has been the construction of high-rise housing in city centres, particularly on sites adjacent to water. The River Thames in London has been transformed with new development along its banks. Most of the housing is occupied by young people working in the city centres and older people with no children. The challenge from hereon is how to design high-density housing in urban areas that will be attractive to young families. This has been addressed in some schemes by reducing the level of car parking and introducing generous balconies and roof gardens as a substitute to open

space at ground floor level – as at Oaklands Court (2005, 394 Uxbridge Road, Hammersmith and Fulham, W12. Architect: Monahan Blythen Architects for the Catalyst Housing Group, 2005, U. Shepherd's Bush) (Fig. 1.25).

Diversity

The need for socially and economically diverse neighbourhoods and communities is now seen as a vital factor of future housing development strategy. This is not just the ethnic and racial composition but the mix of ages, incomes and educational levels, the range of employment opportunities and a balance between people with strong existing local ties and newcomers. Segregation of social and economic groups of people is to be minimised by creating shared facilities such public parks, public transport and other common facilities and by creating a more continuous urban grain that connects rather than separates urban communities.

Roads and footpaths

The publication of *Responsive Environments* in 1985, written by lecturers at the Oxford Brookes University [74] sparked considerable change in approach to the design of residential roads and footpaths by recommending permeable road and footpath layouts with through roads that connect with the area around the development. The theme was developed in government publications after 2000, notably *Places, Streets and Movement* [75]. Some of the latest schemes have adopted homezone street design principles, which follow the Dutch “Woonerven” pattern of pedestrian orientated streets close to home (**Gun Wharf, Plymouth, Pepys Estate regeneration**). The latest publication, *Manual for Streets*, by Communities and Local Government, the Department for Transport and the Welsh



Figure 1.25 Oklands Court (photo: Kilian O’ Sullivan).

Assembly Government offers much improved guidance on integrating the car into the residential environment without dominating it. At long last it talks about “inclusive design, which places people at the heart of the design process” [76].

Design Codes

Manual for Streets refers to the use of Design Codes, which set down the two- and three-dimensional design elements that are key to the quality of the development. These include scale of development, heights of buildings, street block form, density/plot size, parking, distance of buildings from the roads, window to wall ratio, palette of materials, diversity of architecture, choice of streetscape materials, landscaping, percentage for art, etc. Codes were adopted for the planning of **Poundbury**

and **Hulme** and are now being used in seven pilot areas by English Partnership’s including **Upton**, **Northampton** and **Newhall**, **Harlow**.

Design out crime

Crime, vandalism and anti-social behaviour have become issues of great public concern and have a significant impact on design. The issues were first examined by Jane Jacobs in her book *The Life and Death of Great American Cities* (1961) and Oscar Newman in his book *Defensible Space: Crime Prevention through Urban Design* (1973). In 1989 the police launched Secured by Design (SBD), the key feature of which is a design guide, which places strong emphasis on controlling access and making sure that anybody who is in an area has legitimate

reason to be there. Spaces, particularly private, should be well defined helping to provide a clear sense of ownership amongst residents. Natural surveillance is positively encouraged.

These principles are now embodied into many local planning authority design guides and the Housing Corporation's *Scheme Development Standards*. It was the subject of the government's *Safer Places: The Planning System and Crime Prevention* (ODPM and the Home Office, 2004) (see also – *Design out Crime: Creating Safer Communities*, Ian Colquhoun, Elsevier/Architectural Press) 2004.

Affordability

The creation of diverse, mixed communities requires housing for rent and sale that is afforded by people on low incomes. Without subsidy as in the past, this can only be achieved by minimising construction costs which became a matter of great interest to John Prescott, when he was Deputy Prime Minister. His challenge in 2004 to build houses for £60,000 (excluding land and overheads) produced some ingenious solutions including the construction in 2006 of a temporary model house – “the £60,000 house” – outside the Building Centre at Store Street in London (Fig. 1.26) [77].

Climate change/zero carbon housing

Climate change/zero carbon housing is one of the greatest issues for the new century. The built environment accounts for 50 per cent of all the UK's carbon emissions. The construction industry contributes a further 10 per cent and the industry produces a third of all waste. Over the next 50 years, household emissions will need to be cut by 80 per cent to become sustainable [78].

The Building Research Establishment's (BRE) **EcoHomes** rating system balances physical and environmental performance with the



Figure 1.26 £60,000 house.

need for a high quality of life and a safe and healthy internal environment. It has a four-stage ranking – pass, good, very good and excellent. From April 2007 it was replaced for new housing in England by the **Code for Sustainable Homes**. The government is expecting all housing development to comply with this by 2016 for all its energy use in the home, including cooking, electric appliances, space heating, cooling, ventilation and hot water. It has set interim energy/carbon improvements of 25 per cent by 2010 and 44 per cent by 2013. The code will initially apply only to publicly funded housing, but from April 2008 all new housing will have to undergo an assessment. The code will introduce new features into all housing that were found only in specialist low-energy housing. This could include micro-combined heat and power units, rainwater harvesting and grey water recycling, solar thermal panels,

green roofs, wind turbines, soakaways and areas of porous paving, biomass boilers, sky views for health and well-being, smaller baths, low-flow showers and aerated taps, and triple glazing – “it really will change the look of housing and the way in which we build”. It will require new skills amongst all involved from architects, to installers, to people responsible for maintenance [79].

The government has also published proposals for **eco-towns**. These will be small new towns of between 5,000 and 20,000 dwellings. They are intended to be complete new settlements to achieve zero carbon development and more sustainable living using the best new design and architecture; 30–50 per cent of the housing will be affordable with a mixture of tenures and dwelling size. This will be supported by a good range of facilities including a secondary school, shopping, business space and leisure. A delivery organisation will manage the development of the town and provide support for people, businesses and community services [80].

A lead role nationally in developing eco housing forms and technologies for a variety of locations from urban to rural (and China), has been given by Bill Dunster Architects ZEDfactory Ltd. Their **BedZED (Beddington Zero Energy Development)** scheme for the Peabody Trust broke new ground and did much to draw the country’s attention to the issues. This was followed by other schemes including **BowZED** and Artist Way, Andover, Hampshire, SP10. (R. Andover). They linked with PRP Architects to create affordable housing for keyworkers at **Water Lane, Brixton**. The mixed commercial/housing scheme in a rural location at **Jubilee Wharf, Bude**, Cornwall, EX23 was the first of its kind to be built by a commercial developer (AJ, 14/12/06, pp. 26–39). It received the Future Proof Award in the 2007 Housing Design Awards (Fig. 1.27).

Modern methods of construction

Prefabrication is once more back on the agenda following the publication in 1998 of



Figure 1.27 Jubilee Wharf, Bude, Cornwall: elevation to the quayside (photo by Tim Crocker Architectural Photography/Design for Homes).

Sir John Egan's report *Rethinking Construction* [81]. It has the support of the government, which is concerned that traditional trade-based technologies cannot deliver the numbers of new homes now required. The Peabody Trust has experimented with prefabricated housing at **Murray Grove, Raines Court, Beaufort Court** and **Barons Place**. These and other initiatives featured in the 2005 New London Architecture exhibition "Prefabulous London", which promoted the idea that "the prefab is now an inspirational dwelling which is becoming increasingly desirable" [82]. Sir John Egan suggested making a start on social housing which is now embodied in the Housing Corporation's scheme development criteria. Many housing associations grouped together to maximise the cost benefit from larger-scale development programmes and, with this, the potential for modern methods of construction. The private sector has been slow to respond but there have been notable exceptions (**Urban Splash Castlefields**), and some developers, particularly in the South-East of England have used timber-framed systems because of the shortage of skilled labour (**St Mary's Island, Chatham Maritime** – Fig. 3.109).

*Transfer of local authority housing/
decent homes standard*

A key government policy in recent years has been the transfer of council housing to alternative landlords, leaving the local authorities responsible only for housing strategy. The transfer options were:

- Arms Length Management Organisations (ALMOs), which are companies with tenants on the Board, set up by local authorities to manage their housing stock and carry out improvements. The housing remains council owned.
 - Voluntary Stock Transfer (LSVT) where the housing stock is transferred to a RSL, either one already existing or one specially established. As the organisation is independent of the local authority it is easier to secure private sector investment.
- The government also introduced measures to make all councils and housing associations bring their housing up to a "decent" standard by 2010. A decent home was defined as being warm, weatherproof and having reasonably modern facilities. Many housing organisations entered into partnering arrangements with building contractors to carry out this work more efficiently.

Housing Market Renewal

The unprecedented low demand and abandonment of housing in the north of England and the Midlands, particularly amongst the pre-1919 terraced housing, brought about the establishment in 2003 of nine Housing Market Renewal Pathfinders to tackle the issues as part of the government's Sustainable Communities Action Plan. These were at:

- Manchester and Salford (north and east/central Salford)
- Merseyside: New Heartlands (inner Liverpool, South Sefton and parts of Wirral)
- East Lancashire: Elevate (Blackburn, Hyndburn, Burnley, Pendle)
- Oldham and Rochdale
- South Yorkshire: Transform (North Sheffield, North Rotherham, South Barnsley, West Doncaster)
- Humberside: Gateway (Hull and adjacent areas of East Riding)
- Building Newcastle and Gateshead
- North Staffordshire: Renew (Stoke-on-Trent, Newcastle-under-Lyme)
- Renew Birmingham and Sandwell (North-West Birmingham and East Sandwell)

The concept of Housing Market Renewal (HMR) is different to the mass slum clearance programmes and redevelopment of the 1950/1970s, which were social housing programmes. In contrast HMR is driven by the need to enable people to enter into the housing market, and for people who cannot do this to be mixed with people who can. Consequently schemes are assessed from this point of view and not merely on cost. It also caters for a progression route from one to the other [83]. However, HMR has proved controversial. The mass housing clearances proposed was severely criticised by local communities and conservation organisations, particularly in Liverpool. They claimed that there was a bias towards clearance and that wholesale clearance of large areas of Victorian and Edwardian housing would do irreparable damage to the historic environment and destroy their local distinctiveness [84].

The HMR Pathfinders have been keen to ensure high design standards and a high level of resident participation throughout the planning and design process, the benefit of which is very obvious in the first new developments (**Selwyn Street, Oldham**).

Expansion in the south-east

In 2003, the Government responded to the seriousness of the housing shortage in the South-East of England by launching its Sustainable Communities Plan to develop new residential development in four growth areas in the south-east of England:

- Milton Keynes/South Midlands
- M11 Corridor: London/Stanstead/Cambridge/Peterborough.
- The Thames Gateway to the east of London
- Ashford in Kent.

Milton Keynes's population is planned to expand by a further 110,000 people by

2030, and an additional 28,000 new dwellings are proposed for the former new town of Corby. The first phase of major development at Northampton is at **Upton**. The Thames Gateway runs along both banks of the River Thames from London Docklands to Southend in Essex and Sheerness in Kent. It has been described as the largest regeneration project in Europe [85]. It covers 3,000 hectares of brownfield land and will accommodate up to 200,000 new dwellings by 2016 (**St Mary's Island; Ingress Park**).

Urban regeneration

The development of inner urban areas has expanded dramatically in recent years, including high rise/high density in the larger cities. Waterfront development is particularly popular and commercially successful. Setting the example for urban regeneration was **Urban Splash**, which started in 1993 with two men in a shed talking about the benefits of modern design, city centre living and urban regeneration. From small beginnings in Liverpool (**Old Haymarket**) and Manchester (**Britannia Wharf, Castlefields**), they have taken on a range of very exciting projects including the regeneration of Sheffield's **Park Hill Estate**, the conversion of Bristol's Imperial Tobacco building into housing and offices, the Lister Mills in Bradford and Royal William Yard, Plymouth into apartments, Birmingham's iconic Rotunda into housing, and the **New Islington** project in Manchester [86].

Rural housing

Housing shortage in rural areas is an acute problem. Over the past 20 years, the countryside's population has increased by more than 1 million people due to the greater mobility of the affluent commuter. This and the demand for second homes have squeezed the existing rural population out of the housing market.

Furthermore the supply of affordable housing is now extremely limited – only 5 per cent of houses in villages are social compared to the national average of 23 per cent. Consequently 45 per cent of newly forming households cannot afford to set up home where they currently live.

In July 2005 the Affordable Rural Housing Commission (ARHC) was set up by the Department of Environment, Food and Rural Affairs with Elinor Goodman as Chair. This was given the task of identifying ways of improving access to affordable housing in rural areas. It published its findings in 2006, concluding that a minimum of 11,000 affordable houses was needed each year in market towns and villages (settlements of less than 10,000 people). AHRCs estimate would be equivalent to six new houses in each settlement, which according to Elinor Goodman could be accommodated without unacceptable damage to the landscape – “Villages should be allowed to evolve, as they did in the past, but in scale and in character with their surroundings”. She advises that this should be achieved through cross-subsidy from allowing some private development. This calls for sensitively designed housing on small infill sites in a way that reflects local architectural tradition (**Broadwindsor, Dorset**) (Fig. 1.28), but this quality can be difficult to achieve in social housing design because of funding limitations for housing association development [87].

Communities England

In January 2007, the government announced the establishment of a new agency, Communities England, to deliver housing and regeneration in England. It will bring together the previous functions of English Partnerships and the Housing Corporation and be responsible at national level for HMR, housing growth and urban regeneration and the



Figure 1.28 Broadwindsor, Dorset: new rural housing adds to the structure and character of the existing village.

decent homes programme. It will have a £4 billion annual budget.

Lessons for the future

The question is whether the lessons of the past have really been learnt or will the mistakes be repeated? Lessons from the past are obvious such as the lack of public investment in housing over the last 25 years and there is a clear message on climate change and sustainability. What has not changed since 1900 is that a good home in a pleasant environment within a community is key to the well-being of society. In her Review of Housing Supply in 2004, Kate Barker from the Treasury called for 45,000 social houses per year – more than double the present number. Prime Minister, Gordon Brown, has recognised this need with a projection of 3 million new homes by 2020

including permitting local authorities to build affordable houses for rent. But is it just about numbers? Surely quality is vital to sustainability and evidence from history clearly shows that the better designed and better built housing continues to serve its purpose long beyond expectancy, requires less maintenance and lasts longer. This means investing on the basis of sustainable costs rather than standard cost limits and taking account of management and maintenance at design stage.

There have been some remarkable achievements in estate regeneration in recent years and there is much to learn from this experience. The most successful were those where residents were involved right through the process from inception to management and maintenance. The Community Co-operatives and the HATs were good examples of this. The problem is that, despite the achievements there are still huge areas of poor housing in cities and towns waiting for something to happen. And when it does, we must not build large estates. Instead development should be small in scale with lots of design variety and be as socially mixed as possible. We must adopt industrialised housing with caution. It is the logical answer to building large numbers but to succeed where it failed previously it must be adaptable to human perceptions of home and environment.

Climate change is the big challenge but it needs careful planning. Projects such as Hockerton and BedZED are ground breaking but the housing development industry is struggling to master a new language. What is needed is a culture change running through housing development from the client's brief to the architects design, to the building site itself and to later management and maintenance. It is also important to learn how best to educate people to use their housing properly.

Much more attention (and research) needs to be given to the kind of housing that should

be built. The majority of people in Britain aspire to a house with a garden whilst much current development is in the form of small flats, which offer little potential to young families to build a long-term home. What is really needed are much more spacious energy efficient options that will respond to the total needs of society from single young people and families to a growing and ageing population. In particular, modern homes should offer lower fuel bills and lots of natural sunlight, as well as providing green leafy places with a real sense of identity.

There is real hope amongst many people that the new awareness of design quality stimulated by CABA on one hand and TV on another will have an affect on the decision makers. Many of the schemes in the following chapters show just what can be achieved if design replaces dogma in the provision of housing. The RIBA's recent paper entitled "No more shoddy, Noddy boxes" called for higher minimum space standards and better design. Jack Pringle, commented, "For too long, many architects have been disenfranchised from the housebuilding industry" [88]. Good design needs good architects and these exist in both the large national and small local practices as evidenced in this book.

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London

2



Figure 2.2 The London Boroughs.

Figure 2.1 Lillington Gardens phase 1: courtyard overlooked by the Church of St James the Less. (p. 153)

BARKING AND DAGENHAM

**Tanner Street redevelopment,
Barking, IG11**

*2006. Peter Barber Architects and
Jestico + Whiles. U. Barking*

Barking falls within the area of the Thames Gateway and has ambitions over the next 15–20 years to build 7,500 dwellings in the town centre and a further 10,000 on the Barking Reach riverside site. A start has been made with development at Tanner Street for the East Thames Housing Group by a partnership of architects Peter Barber Associates and Jestico + Whiles (Fig. 2.3).



Figure 2.3 Tanner Street, Barking.

The scheme follows on from Peter Barber's earlier Donnybrook scheme (p. 145) and replaces 3 six-storey slab blocks that had proved prohibitively expensive to repair and were beset with social problems. The 165 new apartments and houses are laid out as a network of street housing with tightly packed terraces built hard up to the back edge of footpath. The space across the street is reduced in places to as little as 9 m (30 ft) but this does not appear oppressive because of the light reflected from the white rendered walls and the recessed terraces at first floor level. At the western edge of the scheme is a nine-storey tower designed by Jestico + Whiles which forms a landmark at a square where a number of roads meet. There is a wide range of house types in the scheme from three-storey, four-bedroom town houses to one- and two-bedroom apartments in two-storey terraces. Apartments have usable open space in the form of rear patios at ground floor level or recessed terraces at first floor overlooking the streets.

BD, 16/3/07, pp. 10–13; Housing Design Awards 2005 Publication, pp. 72–73; AJ, 13/9/07, pp. 23–25.

BARNET

Hampstead Garden Suburb, NW11

*Started 1906. Parker and Unwin,
Lutyens, Baillie Scott, others.
U. Golders Green*

Founded in 1906 by Dame Henrietta Barnett, this development had a most significant influence on British housing design for half a century. Here Barry Parker and Raymond Unwin produced some of their finest planning (Fig. 2.4). Culs-de-sac were used for the first time. In his book *Town Planning in Practice* 1909, Unwin described these as being “specially desirable for those who like quiet

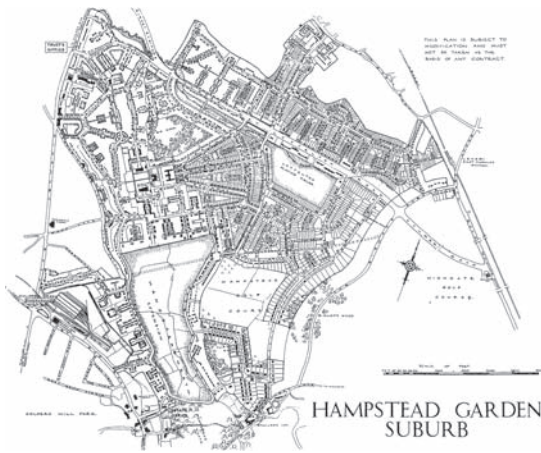


Figure 2.4 Plan of Hampstead Garden Suburb by Parker and Unwin and Sir Edward Lutyens (plan reproduced by courtesy of Hampstead Garden Suburb Trust Ltd).

for their dwellings ... particularly since the development of the motorcar” [1]. A special Act of Parliament was required to enable culs-de-sac to be built and a maximum density of eight dwellings to the acre was stipulated by Parliament because of concern regarding possible traffic problems.

The central area was planned by Sir Edwin Lutyens whose designs were more formally structured than Parker and Unwin’s work elsewhere in the Suburb. The housing was designed by several architects. Amongst the finest groups are Sir Edwin Lutyens’s “Wren” inspired housing (1908–1910) at Erskine Hill (on the west side of the street below the Free Church) and M.H. Baillie Scott’s Waterlow Court, Heath Close (1908–1909) and 6–10 Meadway with 22 Hampstead Way (c1910). Most of the houses designed by Parker and Unwin are simple terraced cottages, but at Corringham Road (1911) Unwin successfully combined a neo-Georgian style with the intimate character of a small-scale quadrangle (Fig. 2.5). Their Temple Fortune shops and flats (1900) at the junction of Finchley Road and Hampstead Way form a powerful composition

at the gateway to the Suburb. A visit should include a walk up Erskine Hill to Lutyens’ Central Square with its two massive churches and Institute (1909–1910); crossing the Square to Heathgate reveals the open heathland beyond.

Henrietta Barnett’s aim was to produce a socially mixed utopia in which rich and poor would live together in harmony. Each house was to have a garden and each street flowering trees. Hedges were to be cut low. There was a clubhouse in which alcohol was forbidden. After the First World War, the spirit of the founder was lost. Less interesting neo-Georgian style dwellings were built. Today, Hampstead Garden Suburb has become a middle and upper class dormitory for some 16,000 people and, as such, has lost much of its former social objectives [2].

- [1] Unwin, R., *Town Planning in Practice*, 1909;
[2] AR, 10/57, pp. 259–262.

BRENT

Stonebridge Estate Regeneration, Hillside/Knatchbull Road/Mordaunt Road, NW10

2007. Shephard Epstein Hunter,
AFH Shaw Sprunt. Masterplanners:
Terence O’Rourke Ltd.
U. Harlesden

The Stonebridge estate was, in 1995, the last of the six Housing Act Trusts (HATs) to be established. The 20 hectare (55 acre) estate of 1775 dwellings, built in the 1960s and 1970s, contained seven deck-access concrete panel slab blocks and six 21-storey towers. These were difficult to maintain, windswept, crime ridden and were thoroughly unpleasant places in which to live.



Figure 2.5 Hampstead Garden Suburb: Corringham Road neo-Georgian housing by Parker and Unwin.

The masterplan for the regeneration of the estate was prepared by Shepherd Epstein and Hunter working with Terence O'Rourke. The residents participated extensively in this, collectively making the final decisions on whether to retain and refurbish existing blocks or redevelop. Most people favoured "real streets where they had their own front door and could control the space around them" [1]. The result is essentially a modern interpretation of traditional London terraced housing [1] (Fig. 2.6). The design is restrained yet modern with terraced housing and low-rise blocks of flats fronting traditional streets. The plans included for the replacement of the shopping centre, the provision of a nursery (Will Alsop's Fawood Children's Centre) and a health/community centre – the Hillside Hub.

Social and economic initiatives went side by side with physical regeneration. Unemployment has reduced considerably – the number of residents in professional and office jobs has increased by 10 per cent and residents with qualifications by 15 per cent. Crime levels have gone down considerably.

The HAT ended in 2007 but the physical and community regeneration is being continued by the Hillside Housing Trust, established in 2004. The Trust provides housing management service to all residents except those that preferred their home to remain with the local authority. The Trust is resident-led and works in partnership with the Hyde Housing Association group.

[1] AT, 3/99, pp. 26–31; AT, 4/04, pp. 28–37; P, 17/2/06, p. 15.



Figure 2.6 Stonebridge Housing Action Trust: new street housing.

CAMDEN

Ossulston Estate (Levita House, Chamberlain House and Walker House, St Pancras)

1929. *G. Topham Forrest. U. Euston*

This high density, local authority scheme (Fig. 2.7), illustrates the influence on housing design in Britain during the 1920's of the modern movement in architecture. Here it is tempered by the use of neo-Georgian windows, bays, roofs, eaves and other related design features. The flats are grouped around small greens and courtyards that are accessed through archways on Ossulston Street and Chalton Street where there is also the remains of a row of single-storey shops built

with the scheme. Parts of the original avenues of trees in the courtyards still remain.

AJ, 12/9/73, pp. 588–590.

Isokon Flats, Lawn Road, Hampstead, NW3

1934. *Wells Coates. 2006 renovation by Avanti Architects. U. Belsize Park*

This block of 32 mainly single-person flats, with its powerful white balconies and staircases (Fig. 2.8), was the first British housing development to be built in the modernist manner. Designed for Jack Pritchard who lived for many years in the penthouse, the flats were aimed at young professionals. They



Figure 2.7 Ossulston Estate (photo by Christopher Colquhoun).

were let furnished, with services offered to the tenants such as shoe and window cleaning, bed making, dusting and refuse collection, for rents of £96 per year [1]. The project included the Isobar restaurant, which was envisaged as the social hub of the community. Commenting in 1970 on the design, Jack Pritchard said, “We had just been hit by the Bauhaus, which in fact, we went to see with Wells and Chermayeff. We were very much bowled over by that episode. We were not consciously pioneers: it just seemed the right thing to do” [2].



Figure 2.8 Isokon flats: first British housing in the modernist manner.

From 1945 the building declined and, after various ownership changes, it became almost derelict. Its significance was recognised by Grade I listing and it was recently restored and modernised internally by Avanti Architects for Notting Hill Home Ownership. An important part of the renovation was the social programme, whereby, through a mixed-tenure, cross-subsidy arrangement, 25 of the 36 dwellings were made available as affordable housing for key workers.

[1] AR, 11/79, p. 290; [2] AJ, 11/3/70, p. 595; AR, 3/07, pp. 84–85; *Detail*, January/February 2007, pp. 34–37.

Kent House, Ferdinand Street, NW1
 1935. Connell Ward and Lucas.
 U. Chalk Farm

Built for the St Pancras Housing Association, this was Connell Ward and Lucas’s only social housing commission. It is one of the few examples in Britain of inter-war modern movement architecture applied to housing for low-income people. The development is in two-, five- and six-storey blocks with a small amount of open space containing children’s



Figure 2.9 Kent House.

play equipment. The white walls and metal horizontal windows, which are the hallmark of this architectural style, have survived extremely well. The large balconies are very usable spaces and add considerably to the appearance of the scheme, which was listed in 1993 (Fig. 2.9).

1–3 Willow Road, NW3
 1939. *Erno Goldfinger.*
U. Hampstead

These three houses overlooking Hampstead Heath are very significant to the history of British housing because their architectural style, which attempted to bring modernism to terms with the Georgian urban tradition, has since been so frequently copied. The houses are three storeys in height with the main living spaces at first floor level. This is emphasised externally by the projection of the framing around the large windows set in predominately brick elevations (Fig. 2.10).

Writing about the design in 1970, Erno Goldfinger said, “they are not eccentric, what I call Kasbah architecture – that very early



Figure 2.10 1–3 Willow Road: large first floor windows overlook the Heath.

international style, white walls and horizontal slit windows, which always looks avant garde because it never caught on, except with spec builders in the Cote d’Azur. I really tried to build a late Georgian or Regency terrace in a modern way” [1]. Despite this, it is a genuine building of the modern movement. The reinforced concrete frame offers open plans internally which can be readily subdivided and modified. The only fixed point is the staircase with a plumbing duct in the middle.

The National Trust has acquired Goldfinger’s house, which Avanti Architects have restored to enable it to be open to the public [2]. The three houses are Grade II* listed.

[1] *AJ*, 11/3/70, p. 597; [2] *AJ*, 28/3/96, pp. 41–44; *AJ*, 28/3/96, pp. 24–26.

St Anne’s Close, Highgate West Hill, N6
 1947–1948. *Walter Segal. U. Kentish Town*

This group of eight semi-detached houses designed by Walter Segal for himself and his



Figure 2.11 St Anne's Close: simple, functional, elegant.

friends resembles the work of Tayler and Green in Norfolk (pp. 8–9, 175–176) about which he had written at this time. The simple brick and tiled houses are practically detailed with large living room windows overlooking a communal wooded area and with deep overhanging eaves to shade the bedrooms from the sun (Fig. 2.11). The design has high-quality materials and finishes, which was difficult to achieve in the immediate post-war years.

EH, p. 8.

Brunswick Centre, Brunswick Square and Guilford Street, Camden, WC1

1965–1973. Patrick Hodgkinson (design),
Bickerdike Alan (construction), Levitt
Bernstein (refurbishment).
U. Russell Square

Of all the housing projects built in London during the 1960s, this most profoundly symbolises the spirit of its age. It is large, prominent and entirely unlike any other London development before or since (Fig. 2.12), for which, a whole city block in the heart of Bloomsbury was cleared. The scheme is a mixed development

with housing for 1600 people, comprising one-, two- and four-person dwellings at a density of some 200 persons per acre (500/ha), shops, offices, a cinema, pubs, restaurants and garaging for nearly 1000 cars. Regrettably its raised central plaza proved lifeless, but Patrick Hodgkinson originally proposed a glazed arcade which the developer cut out to save money. Hodgkinson could not concede the change and subsequently resigned the commission.

The scheme has recently been refurbished, including painting the concrete that was always one of Hodgkinson's original intentions. It was Grade II listed in 2000.

AR, 10/72, pp. 194–218; *RIBA J*, 12/89, pp. 28–33; *AJ*, 29/7/92, p. 15; *AJ*, 15/9/93, pp. 19–20; Refurbishment: *AJ*, 4/7/96, p. 16; *AR*, 3/07, pp. 40–49.

PSSHAK flexible and adaptable housing, Adelaide Road/ Eton Road, NW3

1977. *GLC Architects*. U. Chalk Farm

Ideas of flexibility and adaptability in the 1960s and 1970s were embodied in this housing



Figure 2.12 Brunswick Centre: symbolises the spirit of the age.

for rent scheme built by the GLC. The development, which contained a mixture of 44 family and elderly persons' flats and maisonettes, was the result of a long struggle on the part of the GLC and the job architect, Nabeel Hamdi, to adapt the theories of Nicholas Harbraken to the realities of the British housing system. The idea of the design was known by its initials as PSSHAK that stood for Primary Support Structure and Housing Assembly Kit.

The exterior of the scheme was a basic structural shell of brick and timber with a tiled pitch roof. Inside, the flats were formed from kits, complete with bathroom, kitchen, ductwork, timber stud walls and doors. These were prefabricated in the Netherlands, their design allowing considerable flexibility in the internal planning, and the partitions could be rearranged after erection (Fig. 2.13). The system had the advantage that the architect was able, within defined limits, to design the interiors to suite the requirements of the individual household at quite a late stage of

the building contract, when the prospective tenants would have been identified. This gave a level of flexibility that was not possible with traditional methods of construction and enabled the tenants to participate in the design of their future home.

AJ, 21/5/75, pp. 1070–1073; *AJ*, 12/10/77, pp. 692–693; *AJ*, 27/2/80, pp. 425–439.

**Camden Borough Council
split-level housing**

*1975–1981. London Borough of
Camden Architects Department*

During the second half of the 1970s, the Camden Borough Architects Department produced a number of remarkable housing schemes orientated around the concept of split-level house plans stepping, down a slope.

**Highgate New Town, Stage 1
Dartmouth Park Hill and Chester Road,
N19.** 1976. *U. Archway*. The redevelopment of a slum clearance site at Dartmouth

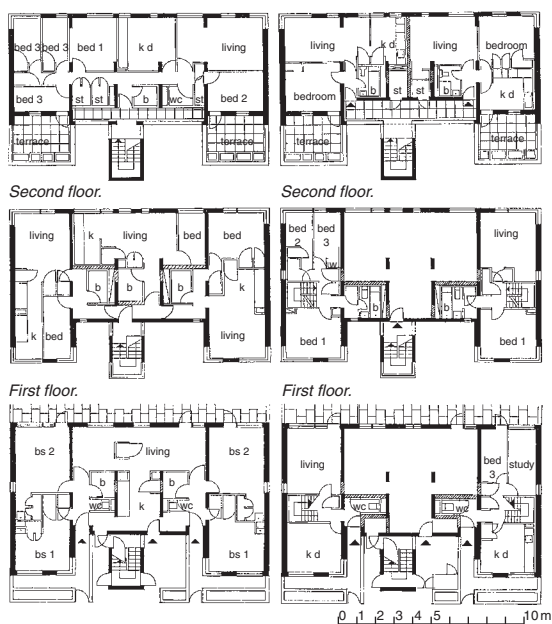


Figure 2.13 PSSHAK, Adelaide Road. Sample plans: solid lines show the support structure; hatched areas show demountable party walls; open blocks show the “kit” (reproduced with approval from *AJ*, 21/5/75, p. 1073).

Park Hill created an opportunity to develop the split-level principle. The mixture of houses, flats and maisonettes was arranged in terraces along the contours to take full advantage of the slope of the site and the superb views across Highgate Cemetery to Parliament Hill (Fig. 2.14). Every dwelling has a south-facing private open space screened from its neighbours. The scale of the buildings was kept low to not more than two-and-a-half-storeys, but a density of some 70 dwellings per acre (173/ ha) was achieved. A network of pedestrian streets and play-squares run between the terraces. These are overlooked from kitchens, allowing for the supervision of children and natural policing of streets. A high level of car parking was provided underground in lock-up garages. The white modernist image, which the Architects saw as an essential part of the concept, came from the predominate use of light-coloured concrete blocks (Fig. 2.15).

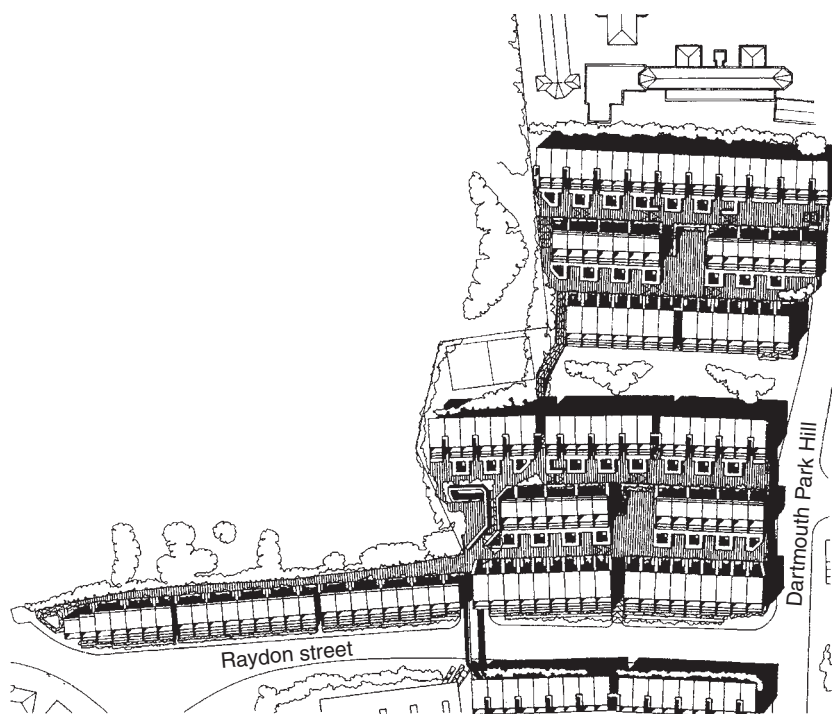


Figure 2.14 Highgate New Town, Phase 1: site layout.

Stage 2, Dartmouth Park Road/ Raydon Street was very different. By 1976, the Borough Council had written a new design brief which insisted that all families be housed at ground floor level in brick low-rise housing with pitched roofs. The scheme contains 107 flats and houses in two- and three-storey terraces, which were designed around the former street pattern. The housing was built in colourful brickwork with decorative light metal balconies to reflect the traditional housing in the area.

AD, 3/72, pp. 145–164; *AR*, 9/73, pp. 159–162; *AJ*, 10/8/77, pp. 236–238; *RIBA J*, 11/79, pp. 483–489; *AJ*, 12/8/81, pp. 294–306.

Branch Hill, Hampstead, NW3. 1978. *U. Hampstead*. This was much smaller than the other split-level schemes of this period. The development comprises 42 houses

clustered tightly on a steeply sloping site in a woodland setting in one of the most select areas of London close to Hampstead Heath. Restricted covenants required that the buildings were to be in semi-detached form not higher than two storeys, but the design interprets these requirements in a most liberal manner.

The scheme was designed with rows of housing along the contours of the site with level changes within the dwellings. A series of pedestrian alleys and steps run between the dwellings across and down the contours. Gardens are formed on the roofs of dwellings below except for the lowest level of housing. From within the dwellings, the large areas of glass make it possible to fully appreciate the changing landscape of the site that varies with the seasons (Fig. 2.16). The house plans ingeniously separate the activities of parents and children by creating a communal zone in the



Figure 2.15 Highgate New Town, Phase 1.



Figure 2.16 Branch Hill: refinement in concrete and glass.

middle of the house with bedroom areas at each end of the dwelling.

AJ, 20/6/79, pp. 1261–1276.

**Alexandra Road, Abbey Road,
Boundary Road and Loudon
Road, NW8**

*1979. London Borough of Camden
Architects Department. Refurbishment:
Levitt Bernstein. U. Swiss Cottage*

The most complete and extensive exposition of Camden's modernist approach to housing design in the 1970s was Alexandra Road where a very high density was achieved with predominately low-rise housing whilst ensuring

for many dwellings an outlook over the four acre central park. The scheme comprises 520 dwellings in two banks of eight- and four-storey housing that are separated by the park (Fig. 2.17). The proximity of the site to the railway determined the need for the eight-storey barrier block to overcome the noise problems. This contains a mixture of flats and maisonettes that face south, each dwelling having a garden or open terrace off its living room. Two brick pedestrian streets run the entire length of each bank of dwellings (Fig. 2.18) and provide the principal means of access. Car parking and garages were located in the basements. At the north-eastern end of the site, the scheme included a school for

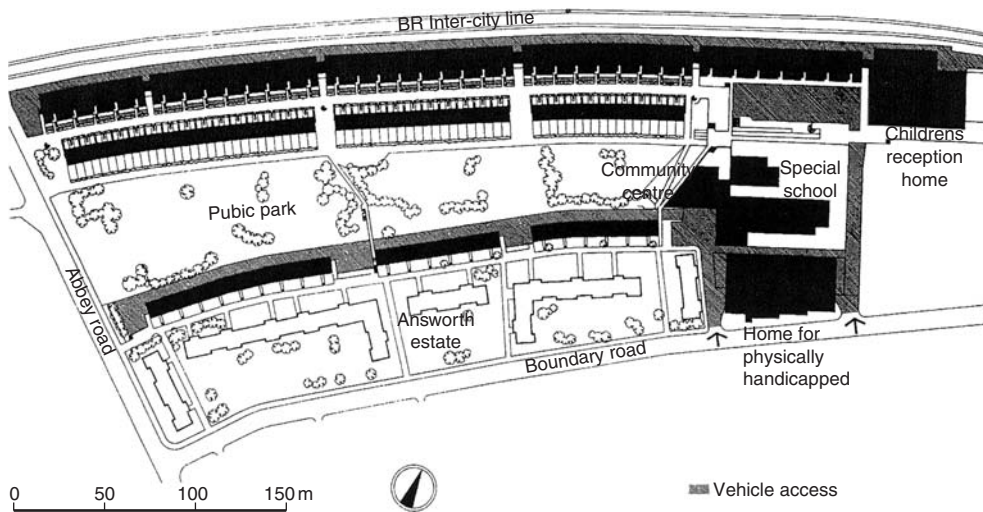


Figure 2.17 Alexandra Road: site layout.

children with learning disabilities, a community centre, a youth club and a building department depot. A district heating plant was accommodated below the community centre.

It is a brilliant architectural setpiece. The white concrete and matching white rendered blockwork are contrasted by the dark stained timber windows. Regrettably over the years it suffered difficult social problems and the environment and car parking areas were generally neglected. However the quality of the design concept has been recognised by Grade II* listing and the scheme has been significantly refurbished, except that the concrete still has a highly weathered appearance.

AD, 11/69, pp. 593–601; *AR*, 9/70, p. 180; *AJ*, 14/9/70, pp. 62–64; *AR*, 8/79, pp. 76–88; *AJ*, 1/9/93, pp. 14–15; *AJ*, 8/9/76, pp. 441–455.

Maiden Lane Stage 1, Agar Grove/St Paul's Crescent, NW1

1982. London Borough of Camden
Architects Department. U. Camden Town

Maiden Lane was the last of Camden Borough Council's large modernist housing schemes



Figure 2.18 Alexandra Road: Pedestrian Street.

of the 1970s and was the most controversial. The basic layout contains 225 dwellings in 2 four-storey "L"-shaped blocks of flats and maisonettes with two rows of two-storey houses within each "L". All dwellings are planned on a 4.1 m grid. Living rooms in the houses are at first floor level to enjoy the view, with bedrooms on the ground floor (Fig. 2.19). Each dwelling has a private walled



Figure 2.19 Maiden Lane: typical terrace.

garden at the front and the rear. Car access is restricted to two culs-de-sac from St Paul's Crescent and York Way, which connect to garages located below the podiums between the houses and flats (Fig. 1.11).

The scheme received rave reviews in the architectural press but its design meant little to the tenants who described it as “looking like Alcatraz, a modern prison” [1]. Its concrete finish and the complex arrangement of levels, which separate many of the dwellings from the roads, were disliked. Six years after the completion of the scheme, serious problems of crime and vandalism had developed. There was high unemployment and poverty in the estate combined with high child-density,

technical failures, unsatisfactory arrangements for refuse collection and poor management [1]. As arguments raged, Architects Hunt and Thompson were called in to prepare a rescue plan. John Thompson condemned the Modern Movement architecture claiming it to be out of touch with ordinary people. The scheme was fiercely defended by the architectural press, which claimed that the problems had mainly arisen from the social stress that the scheme was under [1]. This was true but what could not be denied was that the tenants at Maiden Lane were of a very different culture to people living at Seidlung Halen in Switzerland from where the architects gained their inspiration.



Figure 2.20 Futuristic housing at 17 Camden Road.

[1] AR, 11/88, pp. 74–78; AR, 1/80, p. 34; AR, 4/83, pp. 22–29; AJ, 19/10/88, pp. 83–84.

Supermarket and Housing, 17 Camden Road, NW1

1988–1990. Nicholas Grimshaw and Partners. U. Camden

The futuristic design of this small row of houses caused a sensation when it was first built. Camden Borough Council had long wished to see the site redeveloped with mixed uses. After protracted negotiations, permission was given for the building of a Sainsbury's supermarket, workshops and a terrace of houses fronting the Regent's Canal (Fig. 2.20). These were single aspect, facing north over the canal and backed on to Sainsbury's car park. A private path runs along the edge of

the canal giving access to the front doors that lead to the entrance hall and a ground floor bedroom/study. On the first floor are the living, kitchen and dining areas. The dining area is a double-height space with a completely glazed wall looking out over the canal. Glazed strips in the roof above the double-height space allow sunlight to penetrate. Part of the interest these houses caused was the possibility that the lower part of the glazed wall could be raised electronically so that the space could flow out to a balcony perched over the canal. Added to this were the curved aluminium walls and thin window slots to the living room and master bedrooms.

AR, 10/89, pp. 36–49; AJ, 4/10/89, pp. 56–59; RIBA J, 4/90, pp. 52–63.

**Camden Gardens, NW1,
Kentish Town Road, NW1**

1993. *Jestico + Whiles. U. Camden Town*

Jestico + Whiles was commissioned by the Community Housing Association to design this rented housing scheme on a restricted site in Camden overlooking the Grand Union canal. Its 27 dwellings are distributed between a three-storey terrace of houses and flats along the side of the Grand Union Canal and three square “villas” facing Camden Gardens. These accommodate flats and maisonettes. The location of parking courts at the entrance between the villas gave the required 50 per cent provision and allowed space in the centre of the scheme for pedestrian use (Fig. 2.21).

The appearance of the terrace is characterised by the treatment of the external communal stairs. A large double-height curved trellis for planting supports two frameless glass canopies that give the whole area a light and transparent quality. A wide stair passes through the trellis to a deck of timber slats at first floor where a second staircase leads to the upper level. The villas were entered through freestanding portals of terracotta painted masonry. Light buff bricks are used throughout in a simple stretcher bond with raked pointing.

AJ, 9/3/94, pp. 45–55; *AJ*, 13/10/94, p. 30; *B* (Housing Design Awards), 27/10/95, p. 23.

**Bruges Place mixed-use development,
Baynes Road/Randolph Street, NW1**

1987. *Jestico + Whiles. U. Camden Town*

Bruges Place demonstrates that light industrial uses and housing can be combined, provided access to both is carefully organised. The former Second World War bomb site was zoned by the planners for industrial use even though it was surrounded by housing.

They preferred two-storey industrial development but the architects successfully argued that the urban grain of the area dictated the development should be of mixed use and four storeys in height (Fig. 2.22).

The scheme ultimately included 20,000 sq. ft. (2000 sq.m.) of industrial space in multiple units on the ground and first floors. Entrance to the ground floor part of the project is from a central mews from which access to the first floor is at the northern end. The residents of the 21 dwellings on two floors above the workspace park their cars in two side streets and gain entry via staircases and lifts in the south of the complex which overlooks the Regent’s Canal. The stairs lead to landscaped courtyards at second floor level from where the housing is entered. The dwellings all have good views out from private balconies on the outer faces of the building. The yellow brick and orange banding is striking and contrasts well with the dark green joinery and metalwork. Much credit is due to the Architects’ determination to see the site correctly developed.

AJ, 15/7/87, pp. 32–37, 41–54; *B*, *Housing Design Awards* 1989, p. 26; *RIBA J*, 11/90, pp. 6–7.

**Kings Cross Estate Action,
Cromer Street, WC1**

1996–2001. *Tibbalds Monro*
(*Gardner Stewart Architects/
Tibbalds Planning and Urban
Design*), *Camden Building
Design Services*, *AFH Shaw Sprunt*,
The Floyd Slaski Partnership, *Hunt
Thompson Associates. U. Kings
Cross, Euston*

It is easy to miss this significant project as a result of the new railway and commercial infra structure in and around Kings Cross and St Pancras railway stations. To the south of Euston Road, the £46 million Kings Cross



Figure 2.21 Camden Gardens: looking into the internal courtyard.



Figure 2.22 Bruges Place.

Estate Action project enabled over 1,000 council and housing association properties based on Cromer Street to be refurbished internally and externally over 5 years from 1996 to 2001. At the time it was one of the largest local authority building projects in London.

The housing included a mixture of pre-1919 brick tenements of fine architectural quality and post-1950s high-rise slab blocks. Several architectural practices were employed to ensure a variety of design approach. The post-1950s housing was colourfully overclad to increase thermal capacity and reduce heating costs. The blocks were given new entrances, boundary walls, fencing and planting, which have completely transformed the

area (Fig. 2.23). Considerable attention was given to increasing security by the provision of concierge-controlled access and door entry systems. A range of energy efficiency measures included new central heating and a combined heat and power scheme. The brick tenement housing was carefully and sensitively restored. Its freshly cleaned brickwork and painted metal balconies emphasise its architectural qualities.

The environmental improvement proposals build on the quality of the existing urban structure of streets and squares (Fig. 2.24). They include a self-enforcing 20 mph speed zone with speed tables and pinch points, the introduction of pedestrian/cycle routes and renewal



Figure 2.23 Kings Cross Estate Action: a new image for 1960s housing.

of pavements. The open spaces between the blocks were simply designed with low maintenance in mind. Children's play areas relate to their location, either within the semi-private housing spaces or in a square. The three urban squares, Regent, Argyle and Bamber Green have been upgraded. Generally all have higher railings, improved entrances, new seating and extensive planting. In one square, a multi-use games area (MUGA) was provided which is very popular. New street lighting and CCTV cameras were included in the environmental improvements.

Resident involvement, including the large Bangladeshi community, was very high and many people benefited from training initiatives. A local office was established and this still remains as the focus of a Community Trust. The project has strengthened a very diverse community, crime and fear of crime

have reduced considerably and the image of deprivation in the Kings Cross area has been greatly reduced.

AT, 9/97, pp. 57–58; *AJ*, 14/5/98, pp. 33–36; *Design Out Crime*, pp. 284–290.

**Latitude House, Gloucester
Avenue/Delancy Street/Parkway,
Camden, NW1**

*2005. Alford Hall Monaghan Morris.
U. Camden Town*

This elegant limestone-clad housing development was built on the triangular site of a former garage. It contains 12 large two- and three-bedroom apartments arranged in three sub blocks, one of three storeys over a basement and the other two of four storeys (Fig. 2.25). The massing relates sensitively to the surrounding architecture, the lower part to the scale of the adjacent villas in Gloucester Crescent and the main part to the adjacent Edwardian terraces on Gloucester Avenue and Oval Road.

The southern elevation cantilevers at each floor, which ensures that the large terrace garden at ground floor level is not overlooked from apartments above. The setback to the building line at the northern end is used to flood light into the basement flat through a sunken patio garden and the middle setback is used as another hidden ground floor terrace. The three elevations seen from the road are faced with limestone whilst the rear is rendered. The floor-to-ceiling windows are large and set in black wooden frames. Each dwelling has a slightly different internal arrangement of rooms, which produces a variety of windows on the façades. The building is setback from the street behind a simple brick garden wall. The space between this and the building is surfaced with iroko timber slats, limestone paving and planting beds.



Figure 2.24 Kings Cross Estate Action: environmental improvement plan by Tibbalds Monro (reproduced by courtesy of Gardner Stewart Architects).

AT 168, 5/06, pp. 68–73; BD, 10/2/06, p. 3; AJ, NHBDA Report, July 2006, pp. 58–59; *Housing Design Awards 2006* Publication, pp. 24–27.

CITY OF LONDON

**Golden Lane and Crescent House,
Goswell Road/Baltic Street, EC1**
1962. Chamberlin Powell and Bon.
U. Barbican

Against a wealth of talented architects including the Smithsons (pp. 12–13), Geoffrey Powell

won this most prestigious architectural competition in 1952 for the development of a site on the northern boundary of the City of London which had been heavily bombed during the Second World War.

Golden Lane, with its 17-storey tower clad externally in yellow curtain walling, was much admired for its bold approach to the design of urban housing. It epitomised everything that was good about mixed development. The housing blocks were conceived as a framework to linked landscaped pedestrian courtyards formed by four- and six-storey



Figure 2.25 Latitude House.

blocks of flats and maisonettes. The tower stands as the centerpiece (Fig. 2.26). In the tradition of Le Corbusier's *Unite d'Habitation*, the roof of the tower was laid out as a terrace for the tenants of the upper floors. Its most distinctive feature – the over-sailing canopy on the roof – covers the water tanks, lift motor rooms, etc. The dwellings were very varied in size and type to cater for a wide range of people. The scheme has a wealth of community provision including shops, sports facilities, a swimming pool, a community hall, tennis courts and a crèche.

The project has retained much of its original quality. Writing in 2006, Architect Eric Parry, commented that it has “a generous and well used environment, that together with the

carefully considered architecture of the flats, makes most recent schemes look clumsy and mean spirited” [1]. It is now Grade II listed.

Crescent House is Grade II* listed (Fig. 2.27). The design of the curved terrace is frequently likened to the brick and concrete idiom of Le Corbusier's *Maisons Jaoul* but adapted for its urban setting. Its façades are of bush-hammered concrete, brick and timber forming a profile of segmental curves. The stepping of the block to follow Goswell Road was particularly well handled.

[1] *B*, 10/11/06, p. 39; *AJ*, 20/3/52, pp. 354, 358–362; *AD*, 7/53, pp. 190–194; *AR*, 1/54, p. 52; *AR*, 1/56, pp. 34–37; *AD*, 9/56, pp. 294–298; *AR*, 6/57, pp. 414–425; *AJ*,



Figure 2.26 Golden Lane tower clad in yellow curtain walling.

27/6/57, pp. 947–948; *AJ*, 7/11/96, p. 25;
AJ, 29/12/60, pp. 931–942; *B*, 10/11/06, p. 39;
B, 10/11/06, p. 39.

The Barbican, bounded by London Wall, Beech Street and Moorgate, EC2

1973. Chamberlin Powell & Bon.
U. Barbican, St Paul's, Moorgate

At the end of the Second World War, the resident population of the City of London

had declined to as few as 5,000 compared to some 125,000 a hundred years previously. This meant that whilst during the day the City bustled with half a million commuting workers, by evening it was reduced to a ghost town, a “City of cats and caretakers”. The vision of the Barbican was to change this by building “a genuine residential neighbourhood, incorporating schools, shops, open spaces, and other amenities ... even if this meant forgoing a more remunerative return for the land” [1].

The solution was perhaps the closest that British housing design has ever got to applying Le Corbusier’s planning theories in the form of 125 m (415 ft) high triangular towers – the tallest in Europe when first built – soaring above interlinked courtyards of medium-rise flats (Fig. 2.28). Some 6,500 people now live in 2,113 flats with parking for 2,500 private cars underground below a pedestrian podium level. Built for the middle-to high-income group, the design avoids the balcony and deck access so favoured at the time for council flats. Entrance to the flats is by closely spaced lifts and staircases, which are rigidly controlled by concierge and door entry systems.

The buildings themselves are imaginatively sculptured and the spaces are well proportioned and landscaped. Yet, the overriding feeling is one of bleakness. The large areas of empty paving are hard and windswept and there are few people about. Even the presence of the Barbican theatre complex in the centre of the development makes little difference (Fig. 2.29). It may be “a haven of quiet but it is hardly a city. The vision was not fulfilled” [2].

AR, 1/54, p. 51; *AR*, 8/73, pp. 71–90; [1] *Ibid.*, p. 71; [2] *Ibid.*, p. 74; *AR*, 8/81, pp. 239–251.



Figure 2.27 Crescent House, Golden Lane Estate.

GREENWICH

Well Hall Estate, Ross Way/Phineas Pett Road, SE9

*1915. LCC Department of Architecture.
R. Eltham*

The Housing and Town Planning Act of 1919 was considerably influenced by the programme of housing development carried out during the First World War to provide housing for munitions workers in London and elsewhere [1]. Raymond Unwin headed a team of architects in the Ministry of Munitions. The team included Frank Baines, whose Well Hall Estate in Woolwich was the finest achievement of the programme.

The scheme of 1298 houses was conceived and built at a great speed. Its design was firmly

rooted in the tradition of Unwin's pre-war garden city ideology using a wide variety of materials and external finishes including timber framing, tile hanging, stone, brick and render. This was matched by a generous use of gables, dormers, overhangs, tunnels and various other projections and recessions "to produce an architectural ensemble that seemed centuries apart from an age of total war" [2] (Figs 2.30 and 2.31).

After the war, the Well Hall Estate attracted considerable attention from overseas and from civil servants preparing the "Homes Fit for Heroes" legislation. However, the average cost per dwelling was £622 [3], which was reduced by at least half in most local authority development that followed. Consequently Well Hall stands as a symbol of

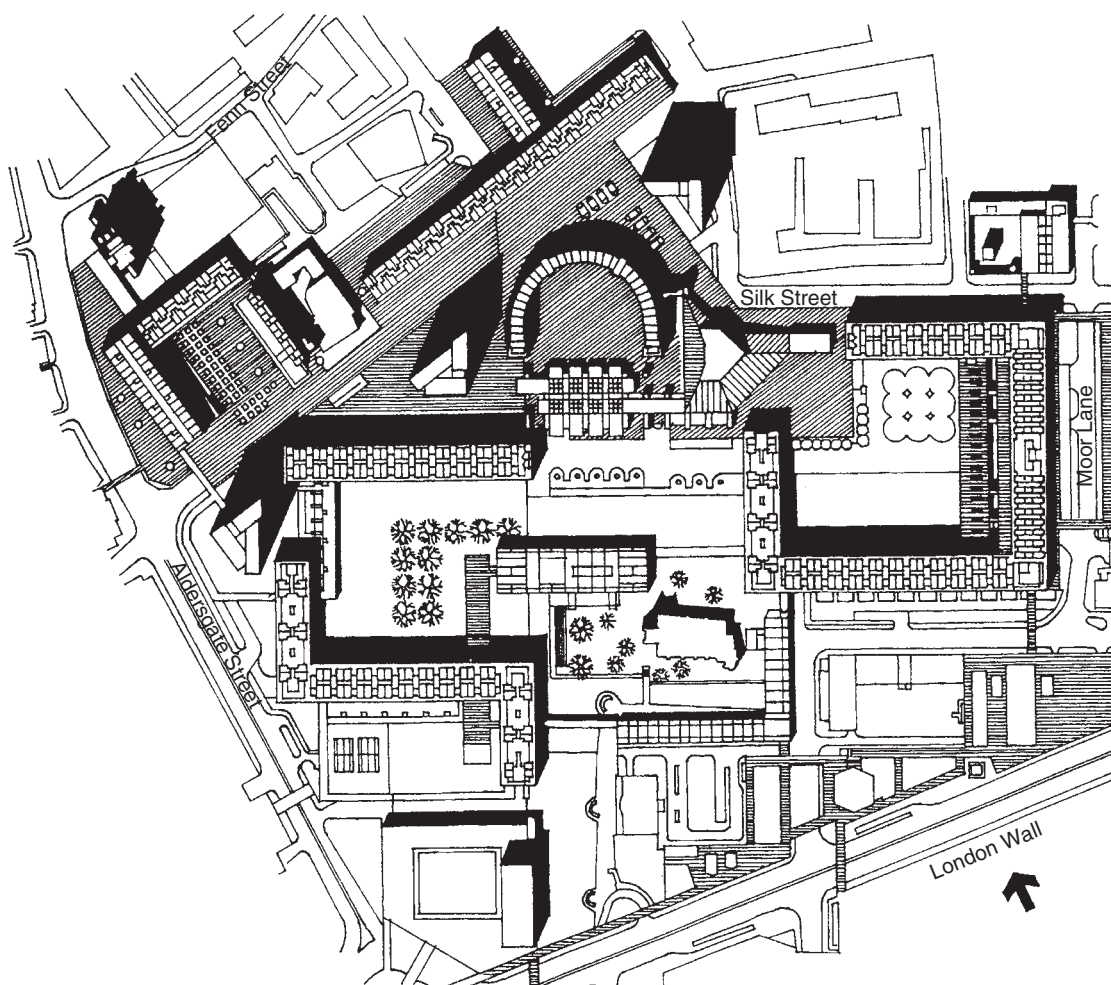


Figure 2.28 The Barbican: site layout (redrawn with approval from AR, 8/73, p. 79).

what might have been achieved had standards been maintained.

- [1] AR, 6/78, pp. 366–375; [2] *Ibid.*, p. 367;
[3] Swenerton, M., *Homes Fit for Heroes*, pp. 54–55.

Span Housing, Blackheath, SE3 1956–1979. Eric Lyons. R. Blackheath

In a small area of Blackheath, it is possible to see almost the entire range of Span housing

designed by its architect Eric Lyons between 1956 and 1979 (pp. 22–24).

Foxes Dale (1956–1957) comprised only three houses including the show house and it was Lyon's earliest work at Blackheath.

Hallgate (1958) is a stepped line of 26 three-storey flats occupying a prominent position at the entrance to Span's larger development – The Hall. This scheme is now Grade II listed.

The Hall (1958) is a mixed development of flats and houses. The two- and three-storey



Figure 2.29 The Barbican with the theatre on the left.

flats are grouped around courtyards with lush planting sweeping across the site. As at Hallgate, the blocks contain large areas of colourful painted timber and tiled infill panels between party walls, whilst the houses which front onto the roads have large picture windows and tile-hung first floor facades (Fig. 2.32).

The Priory (1959). A group of two- and three-storey blocks of flats set in the gardens of a former priory (Fig. 2.33). Some have timber and glass panels between cross-walls, but others have long horizontal bands of tile-hanging without expressing the cross-walls.

The Keep (1959). Eric Lyons considered the Keep, with its two-storey tile-hung terraces of houses, to be his least satisfactory scheme.

Corner Green (1959). A development on a sloping site comprising three terraces designed with simple cross-walls and white weatherboarding with yellow brick infill panels. The design caught on significantly and was copied all over the country but rarely with similar success. The layout of the scheme had the simple idea of a central green where the ground formation and the planting formed strong shapes.

Southrow (1963). This scheme is a long, mainly three-storey terrace of flats facing the Heath with a small pond on the corner of Southrow and Montpelier Road/Prince of Wales Road. Its elevations, which express the concrete frame, are quite different to the



Figure 2.30 Well Hall Estate, Eltham (redrawn from MoHLG, *Design in Town and Village*, HMSO, 1953, p. 69).



Figure 2.31 Well Hall Estate: great variety of house appearance.



Figure 2.32 The Hall, Blackheath: Span housing preserved in its original 1950s form.

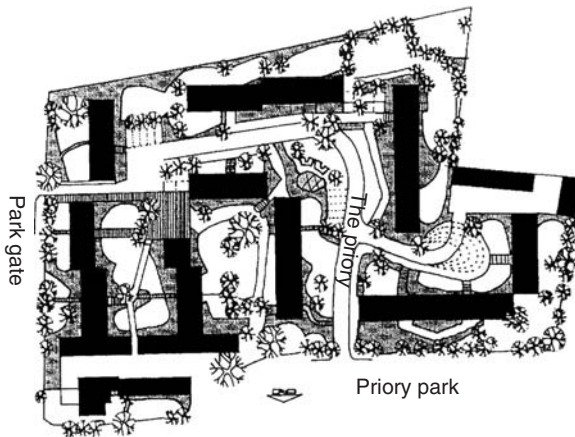


Figure 2.33 The Priory, Blackheath: site layout.

other Span housing in the area. This scheme is now Grade II listed.

Brooklands Park and Blackheath Park (1964) comprises nine houses with staggered pitch roofs that give clerestorey lighting. Two houses at right angles skillfully complete the composition.

Holmwalk (1980). This was the last of Span's housing to be built in Blackheath. The 10 two- and three-storey brick-fronted dwellings, arranged in four groups, have a delightful appearance when approached from the south-west corner of the site.

AR, 1/57, pp. 42–43; AJ, 27/3/58, p. 458; AR, 2/59, pp. 108–120; AJ, 21/1/70, p. 138; *The Architect*, 7/71, pp. 36–42; AJ, 9/7/75, p. 54.

Thamesmead Phases 1 and 2, Abbey Wood, SE2

1972. GLC Department of Architecture and Civic Design. R. Abbey Wood

Thamesmead was the product of forecasts in the early 1960s that London needed 500,000 new homes within the next ten years. The GLC had just lost its bid to build a new town for 100,000 people at Hook in Hampshire. It therefore looked to less environmentally sensitive sites such as the flat marshland of Erith. The GLC's Masterplan of 1965 for the site envisaged a population of 60,000 people living in a mixture of council and private housing in a roughly 65/35 split. It was to be a self-sufficient community with its own shops, schools, pubs, health centre and other community buildings together with factories and workshops offering local employment. Traffic and pedestrian segregation was to be given a high priority in the planning of the development. The images of new housing built in an environment of canals and lakes were most impressive and many visitors came from home and overseas to see what a "city for the twenty-first century" looked like [1] (Fig. 2.34).

Public sector housing was constructed using the most advanced systems of prefabrication with a factory on the site. The first two phases, of 2,741 dwellings, were completed in 1972. A third of the dwellings were family houses with gardens mostly grouped around pedestrian courtyards. The 13-storey tower blocks of flats were designed for two and three people. To meet a local bylaw concerned with the possible flooding of the site, the whole scheme was raised above ground level with walkways forming a continuous



Figure 2.34 Thamesmead: lakeside terraces of concrete housing.

route through the tower blocks at first floor level. This effectively separated pedestrians from the streets below resulting in both levels lacking life and activity.

By 1972, the development had proved expensive and unpopular with residents, and the spirit to continue had gone. Thamesmead's problems were compounded by unemployment and poverty during the 1980s. The public transport connections with London remained tortuous, and the promised road link across the River Thames was never built.

Gallions Reach Urban Village (R. Plumstead). After the completion of the GLC housing, the design of Thamesmead took a very different direction. Gallions Reach is an Urban Village developed by a group of housebuilders on the land immediately to the north of the GLC development. Most of the housing has

been for private sale with a proportion built by housing associations for rent and shared equity. The Thamesmead Eco Park project aims to exploit the latest thinking on environmental sustainability. A group of eco houses has been built together with a visitor centre.

AR, 9/70, pp. 158–160; AJ, 11/10/72, pp. 817–831; AJ, 18/10/72, pp. 879–896; RIBA J, 1/88, pp. 60–67; RIBA J, 1/98, pp. 60–67; [1] *ibid.*, p. 61.

Nightingale Heights, Nightingale Vale, SE18

1994. Hunt Thompson Associates.
R. Woolwich Arsenal

This 24-storey tower block of 93 flats, built by the London Borough of Greenwich at the end

of the 1960s, was part of a successful estate action bid for Phase 2 of the improvements to the Woolwich Common Estate in south-east London. The project is a good example of the potential for extending the life of high-rise housing. The block suffered from inadequate heating and insulation, high condensation, poor windows and a lack of security. There was a high level of tenant dissatisfaction, low morale, and the flats were hard to let, but there was a willingness on the part of the tenants to participate in resolving the problems.

The block was fully encased with a high-performance aluminium cladding system which incorporated aluminium clad timber windows (Fig. 2.35). Each balcony was enclosed to create a warm, dry conservatory. A new central gas-fired heating system serving all the dwellings was installed in the roof space, resulting in a substantial reduction in the heating costs. Security was improved by eliminating two of the three entrances and employing a concierge and a TV monitoring system. A common room was provided for the tenants, which leads off the lobby. The external space was enclosed and replanted, and private gardens were formed for the residents.

B (Housing Design Awards), 27/10/95, p. 27; AJ, 7/11/96, pp. 28–30.



Figure 2.35 Nightingale Heights in its white overcladding.

be developed by a consortium comprising Taylor Woodrow, Countryside Properties, Moat Housing Group and Ujima Housing Association. In addition, the masterplan proposed the following design and development principles:

- Housing grouped around courtyards to encourage a sense of community and be flexible, adaptable and extendible to accommodate changes in family size.
- Mixed commercial development, a primary school, health centre, shops, community buildings and workshops amongst the housing.
- 80 per cent reduction in primary energy consumption, 30 per cent in water demand, 80 per cent recyclable building and zero CO₂ emission. Housing to face south to maximise the benefits of orientation, and the scheme

Greenwich Millennium Village, SE10

From 1999. Masterplan: Ralph Erskine, Hunt Thompson Architects, Hurley Robinson Architects. U. North Greenwich

This was the first project in English Partnership's Millennium Village programme aimed at improving standards of design and environmental sustainability. **The masterplan** for the 13 hectare (32 acre) site (Figs 2.36 and 2.37) envisaged a riverside development containing 1,079 flats and 298 houses. This would



Figure 2.36 The Millennium Village: Ralph Erskine's vision.

to have its own combined heating and power plant and recycling processes.

- Construction methods to be highly industrialised, with large sections of the dwellings made in factories with plumbing pre-installed.
- The use of cars to be discouraged in favour of a pool of hire vehicles on the site and public transport.

Bugsby's Way/Schoolbank Road, SE10. Proctor and Matthews. This phase (2a)

has 189 residential units including 14 live/work dwellings and 47 affordable homes. They are arranged in three courtyard blocks, with an eight-storey apartment block and two- to three-storey family houses. The houses have modular facades with corrugated roofs that create a light-industrial aesthetic; however they still retain a domestic quality. The use of bright primary and other colours, cedar, aluminium and galvanised steel is a hallmark of the architects' work here and on other schemes (Fig. 2.38). The courtyards are



Figure 2.37 The Millennium Village: Ralph Erskine's site layout concepts.

superbly designed with sculptures and much planting.

Maurer Court, John Harrison Way, SE10. Masterplan architects: Erskine Tovatt Architects, Production architects: EPR Architects. Maurer Court is the antithesis of Erskine's masterplan vision (Fig. 2.39). It comprises three blocks of apartments accommodating a total of 199 one-, two- and three-bedroom flats and maisonettes. This includes seven affordable dwellings although 20 per cent is planned for

the Millennium development as a whole. The density of development is 292 dwellings per hectare (118 dw/acre). A total of 292 car parking spaces are located in a two-storey basement car park for the scheme and for the hundred dwellings in the two adjacent blocks that form the neighbouring development. There are further spaces on John Harrison Way.

The scheme is characterised by the vaulted and varied roofline and colourful wall materials – bonded brickwork, white render



Figure 2.38 Millennium Village: new housing at Schoolbank Road.

and timber cladding – and steel balconies. The blocks enclose large gated landscaped courtyards containing communal seating areas and semi-private gardens.

The final phase of the Millennium Village up to the Dome, containing 1,500 dwellings, is being designed by Broadway Malyan working to the masterplan by Erskine Tovatt Architects.

Aj, 26/2/98, pp. 10–15; *AT Detail*, Issue 2, 1/02, p. 5; *AT Detail*, Issue 3, 4/02, p. 45; Birkbeck, D., and Scoones, A., *Prefabulous*

Homes: The New Housebuilding Agenda, 2005, pp. 42–46;

B, 9/2/07, p. 24; www.buildingforlife.org

HACKNEY

**Woodbury Down Estate, Stoke
Newington, N16**

*1946–1948. LCC Architects’
Department. U. Manor House*

Woodbury Down (Fig. 2.40) was the first post-1945 experiment by the LCC into building



Figure 2.39 Millennium Village: Maurer Court reflects Erskine's housing design principles.

whole new communities. It had the first health centre and comprehensive school in England. The four tall blocks were the first high-rise flats to be built in concrete by the LCC. Previously, the height had been limited to five storeys but by using lifts, the block height could be increased to eight or nine storeys. The high horizontal balconies were designed as fire escapes. These, with the flat roofs and distinctive wide eaves, suggest an inter-war Viennese housing influence [1].

EH, p. 4; [1] *Ibid.*, p. 4.

Lea View House, Springfield Road and Jessam Avenue, E5

*1987. Hunt Thompson Associates,
R. Clapton*

In the late 1980s Lea View became synonymous with the regeneration of council housing estates. Built in 1939, it contained 250 flats and maisonettes which had become difficult to let, plagued with crime, vandalism and racial tension, and the vast majority of residents wanted to move elsewhere.

To tackle the issues, the residents launched a campaign, the outcome of which was the



Figure 2.40 Woodbury Down Estate: 1951 demonstration housing for the future.

appointment of architects to work with them from an office on the site. The key features of the improvements included accommodating large families at ground floor level in two- and three-story maisonettes. These have their own front entrance and private front and rear gardens. Access to the upper floor flats was via new lift towers, which were the scheme's iconic features (Fig. 2.41). Access to the courtyard was restricted to improve privacy and security.

The quality of the scheme and the process of development considerably enhanced the environment and empowered the residents. Crime and vandalism were virtually eliminated and there was a new sense of community spirit.

AJ, 20/7/83, pp. 52–55; AR, 4/85, pp. 60–61; B, Housing Design Awards 1987, p. 77; RIBA J, 6/85, pp. 53–55

Mothers' Square, Sladen Place, Clarence Road, E5

1990. Hunt Thompson Associates.
R. Hackney Central, Hackney Downs

Mothers' Square was developed on the site of the former Mothers' Maternity Hospital by a partnership between the Hackney Health Authority, Newlon Housing Trust and Access Homes Housing Association for mixed-tenure housing and neighbourhood medical facilities.

The design enclosed the site with a continuous unbroken three-storey neo-Classical building, with raised four-storey elements at key points. In the central space is a perimeter road around a central green (Fig. 2.42). The architects' initial proposal was for a more permeable through road but the local planners rejected this. Most of the central space is taken up with car parking, but pergolas and landscaping reduce its impact and help to make it feel secure and safe for children's play.

The housing association development comprises 21 family houses and 6 one- and two-bedroom flats for rent. In addition, there are 24 shared equity one- and two-bedroom flats, and warden-assisted sheltered flats for elderly people. All the dwellings have their living rooms looking into the square, which the architects claim is what the people like. To meet the "Care in the Community" legislation, which was coming into force in the late 1980s, a nursing home for elderly confused people was included. Hackney Health Authority was most anxious that this part of the project should not be segregated, and consequently, it too looks into the square. It is connected at the rear to a small day hospital that also serves a new home for adults with mental illness at nearby Clarence Road.

AJ, 8/8/90, pp. 34–44; Aldous, T., *Urban Villages*, pp. 34–35; *Voluntary Housing*, 2/95, pp. 15–16.



Figure 2.41 Lea View: characterised by its new stairs and lift towers.

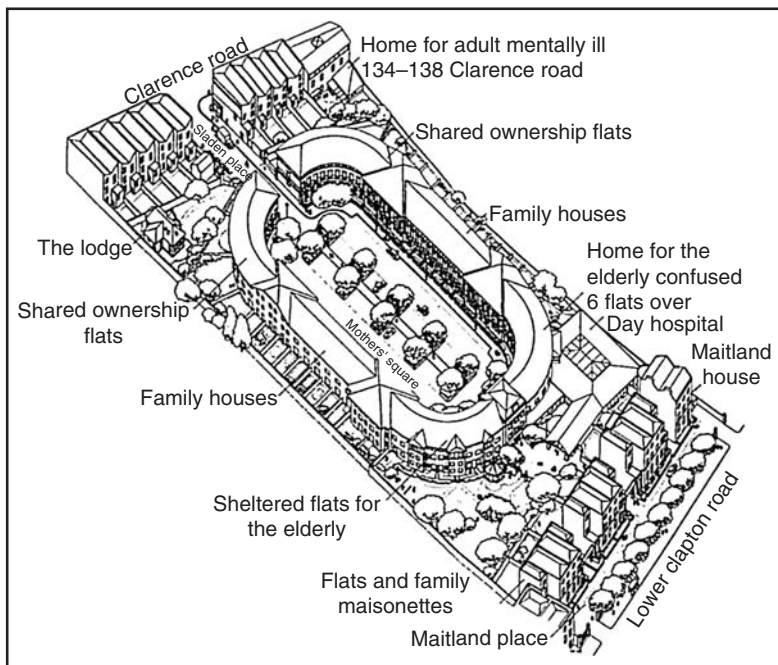


Figure 2.42 Mothers' Square.

Holly Street Estate Regeneration, Dalston, E8, Hackney

*1997+. Levitt Bernstein Associates.
R. Dalston Kingsland*

Hackney is one of London's most deprived Boroughs. In 1991 a Comprehensive Estates

Initiative (CEI) was formed to tackle the problems on five of the council's worst 1960s estates – Holly Street, Nightingale, Clapton Park, Trowbridge and New Kingshold. To achieve this, partnership arrangements were established between the local authority, central government, housing associations,

private housing developers and residents. Circle 33 was appointed the lead housing association in the partnership.

Holly Street Estate was a system built complex of 16 five-storey blocks, referred to by its residents as “snake blocks”. The internal access corridors were oppressive and “prison-like” and opportunity for criminal activity was high. The 4 twenty-storey towers were also unpopular mainly because of structural problems. Initial surveys indicated that most of the residents would like to leave and an options appraisal came out in favour of complete renewal except for one tower block that would be refurbished. Mixed-tenure, low-cost housing for sale, shared-ownership and self-build housing were all seen as important to achieving the physical and social objectives. To integrate the new housing into its surroundings, the pre-1970 street pattern was largely reinstated (Fig. 2.43) and new housing had front and rear gardens (Fig. 2.44).

Local people were encouraged to participate actively in the regeneration process through new ways of managing the housing. This included tenants’ management of the housing and the construction of community facilities with support to ensure that the residents had the ability to plan and manage them. Economic regeneration was initiated through a Community Access Centre where people could be offered help, employment training, educational opportunities and advice on forming their own businesses. Builders employed a percentage of their workforce from the local community and training was made available.

AJ, 7/11/96, pp. 28–30; AJ, 30/4/98, p. 44.

PEABODY TRUST DEVELOPMENT OF MODERN METHODS OF CONSTRUCTION

Since the mid-1990s the Peabody Trust has experimented with modern methods of

construction which has helped forward the concept nationally. The projects are all based on the use of prefabricated volumetric modules in multi-storey housing.

Murray Grove, N1

1999. Cartwright Pickard Architects.
U. Old Street

This was Peabody’s first scheme (Fig. 2.45). The five-storey block of 30 flats was made of self-supporting steel-framed modules manufactured by Yorkon – two or three modules to each flat. The access decks, stair and lift tower and garden balconies were fixed afterwards. Peabody wanted to exclude all wet trades to minimise construction time; so a clip-on terracotta panel cladding system was devised with panels fixed onto horizontal and vertical aluminium rails by special clips.

The L-shaped building encloses a large communal garden at the rear. This is attractively landscaped which offers a pleasant aspect from the sunny open external spaces to ground floor flats and spacious triangular balconies that overlook it from above.

Six years after completion, the magazine *Building* undertook a survey of residents’ and management’s opinion of the project. The result was “four star”. Residents were very happy with the design, which they considered spacious. There had been only a small number of re-lets. There were no problems relating to construction and materials used, except uneven weathering of the cedar board cladding. Sound transmission between flats had caused some problems but the flats were very cheap to heat as a result of a design energy rating of 68 out of 100.

BD, 13/01/06, p. 16; B, 24/02/06, pp. 50–54.



Figure 2.43 Holly Street, Dalston: stages of urban change since the 1960s.



Figure 2.44 Holly Street:
new urban square and street
housing.



Figure 2.45 Murray Grove: pioneered
prefabrication.

**Raines Court, Stoke Newington,
Northwold Road, E5**

*2003. Alford Hall Mongahan Morris.
R. Stoke Newington*

Raines Court was the second Peabody Trust scheme to employ modular off-site

construction using the Yorkon system. It was the first to offer housing for sale constructed in this manner – in the form of shared-ownership and live/work dwellings aimed at people with small businesses or those wanting to work from home. All the dwellings were sold within 3 weeks.

The site was gifted to Peabody by Hackney Council to stimulate regeneration in the area. The eight-storey development (Fig. 2.46) comprises 40 one- and two-bedroom flats, 11 three-bedroom flats, a one-bedroom flat and eight live/work units. A typical two-bedroom apartment comprises two modules, one with living/dining kitchen and the other with bedrooms and generous bathroom. These came complete with fixtures and fittings, tiling, plumbing and heating. Balconies were incorporated into some of the modules in the factory thereby reducing the amount of work on site. The modules were larger than at Murray Grove, which helped reduce transport costs. Nevertheless, Peabody commented at the time that there was need for greater volume of units if prefabrication were to be cost effective.



Figure 2.46 Raines Court: further experiments with prefabrication by the Peabody Trust.

Based on description by Peabody – www.peabody.org.uk; Birkbeck, D., and Scoones, A., *Preabulous Homes: The New Housebuilding Agenda, Constructing Excellence* (2005), pp. 22–25; *BD*, 3/2/06, p. 12.

Nile Street social housing, N1

*2005. Munkenbeck & Marshall Urbanism.
U. Old Street*

Peabody believes that social housing must be designed to the highest quality in order to be successful. Nile Street is an innovative, high-density social housing development providing 175 dwellings, a communal courtyard and roof gardens and a youth centre. Of the dwellings, 128 were affordable, designed for key workers

and for people on low income, and 47 were for sale. The youth centre was provided by Peabody, as one had existed on the site previously.

There were three kinds of affordable housing catered for in the scheme – rented flats and studios for key workers, flats for Peabody’s own tenants and shared-ownership flats. These were mixed with private flats and the sales profit used to subsidise the affordable housing.

The development is centred on a courtyard containing silver birch trees and a water feature that is illuminated at night. Some of the flat roofs were designed as roof gardens and furnished with timber benches and planters. The projecting balconies – rectangular



Figure 2.47 Nile Street.

on one side of the building and triangular on another – provide outdoor space for most of the flats as well as having a visually attractive effect on the exterior (Fig. 2.47) [1]. The building is clad in green copper on the Nile Street and Provost Street elevations and light timber panels in the courtyard and other elevations.

BD, 28/4/06, p. 11; AJ, 22/06/06, p. 34; *Inside Housing*, 23/6/06, p. 53; [1] Based on description by Peabody – www.peabody.org.uk

HAMMERSMITH AND FULHAM

Old Oak Estate, Wulfstan Street, W12

1909 to post 1945. LCC Architects' Department (A.S. Souter). U. East Acton

The 1890 Housing of the Working Classes Act enabled the LCC between 1890 and 1913 to build new housing for some 25,000 people. One of the largest developments was the Old Oak Estate built on a 54 acre (22 ha) site, where from 1909 to 1914, 304 houses and five shops were built (Fig. 2.48).

It was the first scheme to follow the new design principles embodied in the 1909 Town Planning Act that had largely been written by Raymond Unwin. At Old Oak, this was interpreted in a layout of U-shaped terraces grouped around small public gardens or greens with their end gables facing on to the streets. Access to many of the dwellings was by footpath only, which produced savings on the amount of road required.

There were many similarities in the design to Hampstead Garden Suburb, particularly Unwin's concept of "street picture". Terraces varied in length and appearance, and steep tiled roofs overhung the bedrooms with low eaves and dormers, and bedroom windows were frequently positioned in front and rear facing gables. Most of the external walls were built in brick but the occasional gable was picked out in half-timbering or tile hanging (Fig. 2.49).

Swenerton, M., *Homes Fit for Heroes*, pp. 16–18.

Thames Reach, 80 Rainville Road, Hammersmith, W6

1987. Richard Rogers Partnership.
U. Hammersmith

Richard Rogers has only rarely designed grouped housing but this scheme at Thames



Figure 2.48 Old Oak Estate (from London Housing, LCC, 1937, p. 136).



Figure 2.49 Old Oak Estate.

Reach, on a site overlooking the river near the Hammersmith Bridge, is outstanding. The design is “bold and contemporary” [1] (Fig. 2.50). It is housing at the luxury end of the

market, which presented a design opportunity not normally available to most architects.

The scheme comprises three linked five-storey pavilions each with two flats per floor and two double-height penthouses with roof terraces. The southern-most block is non-standard, with an extra storey. The riverside elevation is totally glazed to take advantage of the views. A strong “nautical” feel comes from the profusion of metal balconies located between and at the ends of the pavilions.

On the entrance side, each pavilion has its own staircase and lift approached along a “gangplank” from a well landscaped courtyard where visitors’ car parking is located. Parking for the residents is off this courtyard in an underground communal car park. The roadside elevation is a complete contrast to the lightness of the riverside front. Built in purple brick, the curved staircase and lift towers present a feeling of great solidity.

[1] B, Housing Design Awards 1989, pp. 46–47; AJ 4/1/89; and 11/1/89, pp. 33–49.

Beaufort Court, 49 Lillie Road, SW6

2003. Fielden Clegg Bradley Architects.
U. West Brompton or Fulham
Broadway

This project was another contribution by the Peabody Trust in the early 2000s to the development of modern methods of housing construction. It is a mix of flats and maisonettes, including residents’ hall and landscaped areas. A blue astro-turfed court with facilities for basketball and football is situated above the basement car park (Fig. 2.51).

It was first in the UK to use structural bathroom pods in a process that brought together into one scheme three off-site prefabrication



Figure 2.50 Thames Reach.



Figure 2.51 Beaufort Court, Lillie Street.

processes – steel load bearing systems, steel panels and prefabricated bathrooms. The result was completely dry construction except for ground works. The pods were built in the contractor's factory in Milton Keynes to designs produced at an early project team meeting between the architect, the contractor, Peabody and other specialists.

Birkbeck, D., and Scoones, A., *Prefabulous Homes: The New Housebuilding Agenda* (2005) Constructing Excellence; www.peabody.org; www.buildingforlife.org

**Fulham Island, between
Fulham Broadway, Jerdan
Place, Farm Lane and Danston
Place, SW6**

*2003. CZWG Architects. U. Fulham
Broadway*

Fulham Island is a mixed-use development of housing, offices, shops and restaurants by the Manhattan Loft Corporation. The site is in an intensely urban location and the design demonstrates how an imaginative mixture of elevational treatment from combining refurbishment and redevelopment can uplift a neighbourhood as a whole (Fig. 2.52).

The scheme was designed in four blocks around the perimeter of the site with an underground car park beneath a central courtyard garden. The housing includes 20 two- and three-bedroom apartments, two penthouse duplexes in the five-storey block and 10 flats in the refurbished building at the eastern end of the site. One car parking space per dwelling was provided and an overall density of 60 dwellings per hectare (24/acre) was achieved. The new curved walls, roofline, balconies and colour of materials all make up the vibrancy of the design. Added to this is an array of

decorative panels of brightly coloured Belgian brickwork and, along the curving façade of the five-storey building, a seven-course plinth of glazed brick laid so that no two bricks of the same colour – grey, lilac blue, lime green, yellow, turquoise, terracotta and white – are adjacent.

AT 145, 2/04; www.buildingforlife.org

HARINGEY

**White Hart Lane, Risley Avenue,
Lordship Lane, N17**

*1904–1912 and 1921–1928. LCC
Department of Architecture (W.E. Riley).
U. Wood Green*

White Hart Lane was built on 177 acres (72 ha) of land, which made it the largest of the LCCs cottage estates built before 1914. Unlike the Garden City form of Old Oak Estate (pp. 88–89), the phase of White Hart Lane built before the First World War followed a grid layout which was more familiar to the speculative builders of the day (Fig. 2.53). To achieve a density of 27 dwelling/acre (67 dw/ha), narrow frontage house plans – as little as 12–15 ft (3.7–4.6 m) wide – were developed. This was abhorrent to Raymond Unwin who strongly advocated using only the more expensive wide frontage types.

Nevertheless the appearance of the scheme takes its cue from the Garden City movement. The houses have long roofs, low eaves, porches, two-storey projecting bays and elaborate chimney stacks, and a great variety of materials were used. At the junction of Risley Road and Awfield Avenue, the houses were setback around the intersection in true Garden City style. Behind the houses at Risley Avenue, Tower Gardens, Shobden Road and Wilfield Avenue, a large green area



Figure 2.52 Fulham Island.

was provided for recreational use including facilities for tennis and bowls.

Swenarton, M., *Homes Fit for Heroes*, pp. 35–38.
Jones, E., and Woodward, C., *A Guide to the Architecture of London*, p. 358.

High Point 1 and 2, North Hill, N6
1935 and 1938. Lubetkin and Tecton.
U. Highgate

Lubetkin and Tecton's masterpiece at Highgate has been described as the only international class pre-war Modern building in Britain [1] (Fig. 2.54). It was a watershed in the design of housing. When completed, the scheme was beautifully illustrated in the architectural magazines. In his article in *The Architectural Review* of January 1936, Le Corbusier commended the



Figure 2.53 White Hart Lane.

scheme by saying it was “the seed of a vertical garden city” [2]. To a profession eager to shake off the shackles of public timidity towards the new architecture, the building and these observations were a revelation.



Figure 2.54 High Point flats: Lubetkin and Tecton's masterpiece.

The project was commissioned by the Gestetner family to accommodate their factory workers, but quickly they realised the commercial potential of selling the dwellings. High Point 1 comprises 56 dwellings grouped in the form of two linked crosses with one flat occupying each of the eight arms on every floor (Fig. 2.55). The lifts and staircases are at the intersections of each of the two crosses. This way, with one exception per floor, the flats are not connected which prevents any possibility of noise transmission. It also provides each flat with cross-ventilation which at the time was seen as most important for healthy living. The construction was poured reinforced concrete using a newly patented climbing shuttering system, which gave a smooth continuous finish to the external walls.

The appearance of High Point 1 was disliked by the local council and when designing Phase 2 in 1938, the architects had to submit a number of alternative elevational treatments to persuade the local authority to accept their design. To meet the criticisms, the elevations now contained a mixture of tiles, bricks and glazed bricks to contrast with the white concrete finish of the main structure. In addition, the entrance canopy was supported by replicas of Greek Goddesses – the Caryatids of Athens.

[1] Pawley, M., Obituary: “Berthold Lubetkin, A Modernist Maestro”, *The Guardian*, 24/10/90, p. 5; [2] *AR*, 1/36, pp. 15–23.

ISLINGTON

Spa Green Estate, Rosebury Avenue and St John's Street, EC1

1938–1949. Skinner and Lubetkin. U. Angel

Following their success with the design of the Finsbury Health Centre (1938), Lubetkin

and Tecton were commissioned by Finsbury Council to design the Spa Green Estate, but the war intervened.

In 1943, every local authority was asked to compile a 1-year programme of development, set to start immediately after the war ended. In London much of this was to be in the form of blocks of flats, which gave the opportunity for the Spa Green Estate to be built. The delay due to the war gave the engineer, Ove Arup, the opportunity to develop the “box frame” concrete structure brought from Denmark where it had been designed during the war. This freed the facades for the lively pattern work of contrasting brickwork and balconies that so characterised Lubetkin's work after 1945.

The scheme comprised 2 eight-storey (Fig. 1.1) and 1 four-storey curvilinear block of flats (Fig. 2.56). It was built to a lavish budget with wood-block floors and waste disposal units in the kitchen sink which still work today. In its support of Grade II* listing of the estate, English Heritage commented that “Spa Green represented the ideal in clean, comfortable modern living at high densities in the inner city” [1]. There is a lot to learn today from how well the scheme has survived.

[1] *EH*, p. 3; *AJ*, 1/8/46, p. 77; *AJ*, 9/10/52, p. 441.

Priory Green Estate, Collier Street, N1 and Bevin Court, Cruickshank Street, WC1

1938–1953. Skinner Bailey and Lubetkin.
U. Kings Cross

As the design of Priory Green Estate and its structure had also begun in 1938, it was possible to make an early start on construction immediately after the war. The layout of the blocks follows the original street pattern and is grouped around enclosed greens.

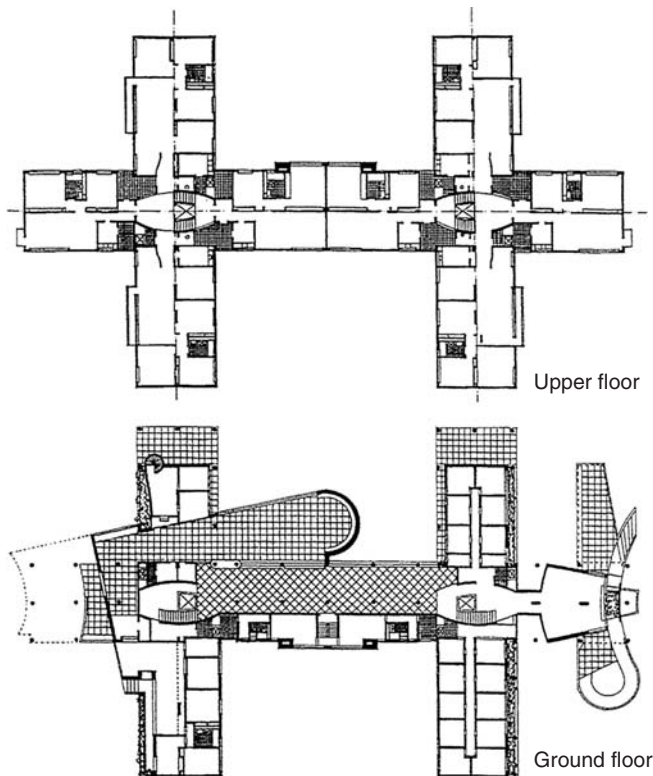


Figure 2.55 High Point flats: ground and upper floor plans (from Richards, Sir J.M., *An Introduction to Modern Architecture*, Penguin Books, 1956, p. 141. Copyright J.M. Richards 1940, 1962, 1970).

Nearby at Holford Place is Bevin Court (Fig. 2.57). The single Y-shaped block was designed by Lubetkin to fit the site where as much as possible of the available land had to be incorporated into a public park. This form also ensured that no flat faced north. The central drum between the wings contained a most imaginative staircase. English Heritage, in its supporting information for the Grade II* listing comments that “Of all his (Lubetkin) work it best demonstrates his belief that a “staircase is a dance” [1]. Cuts in funding, first by Stafford Cripps in 1947 and then from 1951 by the Conservative government meant that these two schemes and Spa Green are the best exponents of the short-lived optimism that existed at the end of the war.

[1] *EH*, p. 3; *AJ*, 9/10/52, pp. 433–442.

Self-build housing, Nicholay Road, off Fairbridge Road and Sussex Way, N19
1996. *Architype*. U. Archway

Britain regrettably lags far behind other European countries in the development of self-build housing, but projects by architects, *Architype*, demonstrate all the necessary design and process skills required to make the concept successful. One of the best of their schemes was for shared-ownership designed on two sites for the Community Housing Association.

The larger of the two sites at Nicholay Road contains 6 two-storey and 7 three-storey houses compactly built on a site adjacent to a council estate of high-density housing. The scheme has a very different appearance to earlier Segal housing because of cost limits but it still managed to reflect *Architypes*’s agenda



Figure 2.56 Spa Green Estate (photo by Christopher Colquhoun).



Figure 2.57 Bevin Court.

to develop the Segal construction method (pp. 108–111), seek ecological solutions and promote client empowerment. The houses were narrow fronted using a construction arrangement that was half-Segal and half-conventional. Only the front and rear walls were timber-framed. The party walls between the dwellings were Thermalite blockwork with a plaster finish. This called for the self-build group to include a bricklayer and a plasterer, which had not been necessary on previous Segal schemes where wet trades were eliminated.

The houses are tightly grouped with gardens screened by high timber fencing (Fig. 2.58). Five of the residents opted for their gardens to be communal which made good use of the small amount of private space between the dwellings. These are overlooked from spacious timber balconies at first floor level.

The second site at **Sussex Way** comprises a row of three, single storey, L-shaped bungalows built within the perimeter brick wall of a former estate playground. These are much more recognisable as Segal houses, but hidden behind the wall, which makes them difficult to find.

AT, 2/97, pp. 26–33.

Royal Free Square, Liverpool Road, N1. 1992

1992. Pollard Thomas and Edwards and Levitt Bernstein Associates. U. Highbury and Islington

The Royal Free Hospital on Liverpool Road was designed by Charles Fowler in 1848. The site and all its listed buildings was acquired jointly in 1986 by Circle 33 Housing Trust and the New Islington and Hackney Housing Association who appointed two architectural practices to collaborate in producing designs for half of the site each (Fig. 2.59).

The development provides housing for families, couples, single people, elderly people, and there is accommodation suitable for people with physical disabilities including wheelchair use. The design combined a skilful mixture of new development with the conversion of the listed hospital buildings into housing. On the Liverpool Road frontage, converted matching pavilions emphasise the gateway into the project. This leads to the focus of the development – a square of housing around a communal garden that has the feel of the eighteenth and nineteenth century squares in the area around the site (Fig. 2.60).

At the Upper Road end of the site, the development is almost entirely new houses and flats except for the former water tower, which was converted into housing for young people. Most of the development here is two and three storeys in height with narrow streets. All family houses have private gardens and all flats have a patio or balcony except where prohibited by the listing of the old buildings. Part of the Upper Road end of the scheme also includes a new psychiatric Day Care Centre, built as part of the Care in the Community programme.

The central square garden is enclosed by railings and gates, which were designed by the new residents and their children in collaboration with the sculptor, Jane Ackroyd. The urban quality of the scheme is outstanding especially the treatment of the block-paved pedestrian/vehicular areas. The series of spaces for vehicles and pedestrians has been hailed as an excellent example of homezone design that does much to reduce the possibility of crime in the environment [1].

AJ, 15/7/92 pp. 20–23; AJ, 11/93, p. 31; B (Supplement) 5/94, pp. 12–13; [1] *Design Out Crime*, pp. 149–152; [1] ODPM/Home Office, *Safer Places* (2004), pp. 54–55.



Figure 2.58 Self-Build Housing at Nicholay Road.

KENSINGTON AND CHELSEA

Kensall House, Ladbroke Grove, W10

*1936. E Maxwell Fry. U. Kensall Green/
Ladbroke Grove*

Kensall House was perhaps the most significant working-class housing scheme built in the modernist manner before the Second World War (Fig. 2.61). It was built on the site of an old gas works by the Gas Light and Coke Company to house its workforce, and

the circular foundations of one of the gasometers were cleverly reused as part of the construction of the nursery school built with the scheme. The two long six storey, curving blocks were arranged on an approximately north-south axis so that the morning sun could penetrate the bedrooms and the afternoon sun the living rooms. The scheme included communal features that were innovative at the time, such as a laundry and a residents' social club.

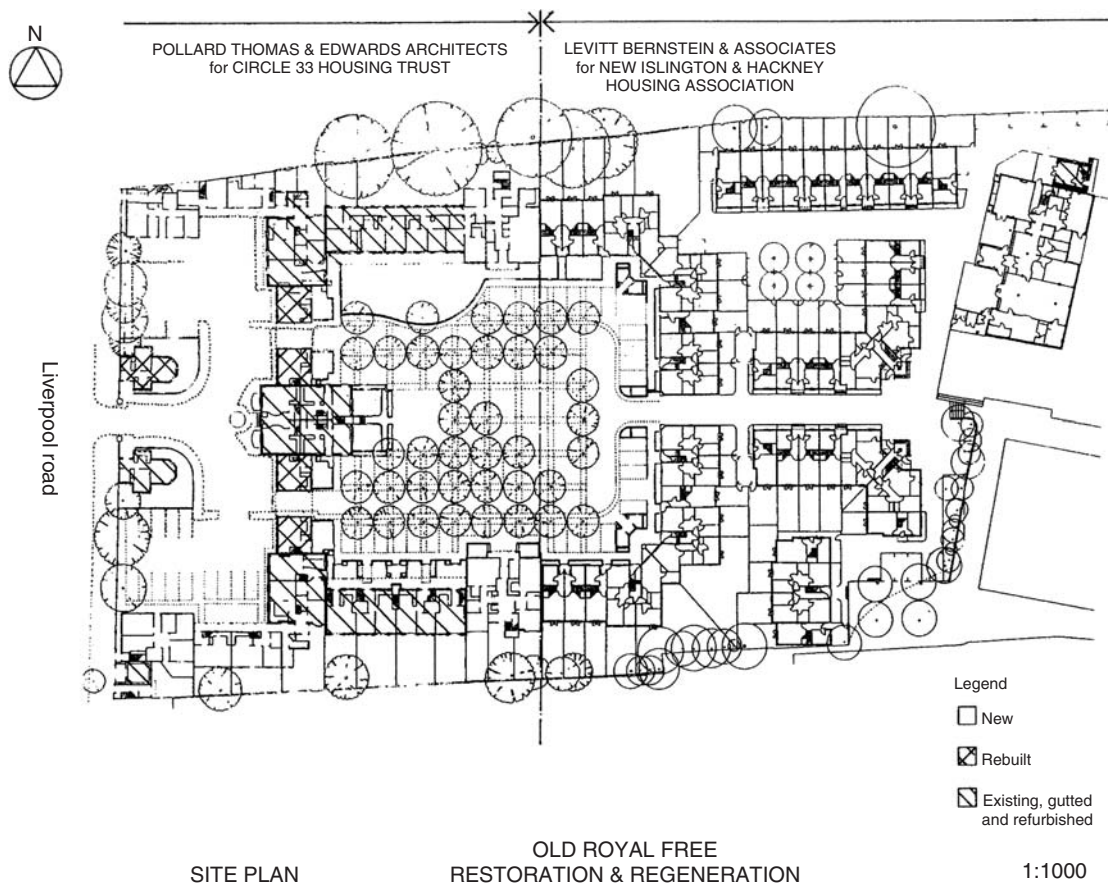


Figure 2.59 Royal Free Square: site layout.

The external walls are finished in white render and despite its age, the scheme still looks well.

CIOH, *Taking Stock*, 1996, p. 21.

Trellick Tower, Goldborne Road, W10
1972. Erno Goldfinger.
U. Westbourne Park

Trellick Tower was one of the two tower blocks designed by Ernő Goldfinger during the 1960s. His earlier **Balfour Tower** (Grade II listed) at St Leonard's Road, Poplar, E14

(*DLR All Saints, AJ*, 22/5/68, p. 1133), built in 1965, was effectively a prototype for the far more sophisticated **Trellick Tower**. It was Goldfinger's last major building and the culmination of his philosophy on high-rise housing (Fig. 2.62). The development comprises 217 flats, six shops, an office, youth and women's centres, doctors' surgery and a basement community centre built as a nursery. It was a concept that owes much to Le Corbusier's Unité d'Habitation in Marseilles but the sophistication of the plan, the careful attention to every detail and the precision of the bush-hammered concrete are features that



Figure 2.60 Royal Free Square: urban housing of great quality.

make it stand out. The 31-storey block is linked by a slim, sculptural, semi-freestanding tower incorporating lifts, stairs and refuse chute with a projecting boiler house on the 32nd and 33rd floors.

The accommodation is very varied. Each third corridor floor contains 6 one-bedroom flats in each wing, with a storey of two-bedroom flats above and below reached off the same level. The 23rd and 24th floors contain 5 two-storey maisonettes and two flats.

Trellick Tower is stoutly defended against its critics by many of the residents. They praise the spacious interiors that are over the Parker Morris minimum areas of the day. They enjoy the exceptionally wide bay frontage (6.75 m/22 ft 2 in), which helps the proportions of the rooms; and they like the large south-facing balconies, which form a distinctive pattern across the facade. However, this popularity was not always the case. By the late 1980s, problems of vandalised lifts



Figure 2.61 Kensall House, Ladbrooke Grove: a rare example of inter-war modern movement design.

and public areas, the lack of open space and suitability then of the development for children had reduced the tower to part of a sink estate into which the poorest residents of the Royal Borough of Kensington and Chelsea were decanted. Life was almost intolerable. However, in the early 1990s the block was refurbished by the Council which has made it much more secure. It is now Grade II* listed and English Heritage wrote in support of this by saying, “no smart Kensingtonian living in stucco comfort gets to see London as do the residents of Trellick Tower. The views are inspirational and in the right light, almost spiritual” [1].

[1] *EH*, p. 4; *AJ*, 25/11/87, pp. 28–29; *AJ*, 19/1/73, pp. 79–94; Glancy, J., High rise arisen, *The Guardian*, 22/11/97, p. 71.

**World's End, Kings Road/
Cremorne Road, Chelsea, SW10**

1977. Eric Lyons, Cadbury Brown,
Metcalf & Cunningham. U. Fulham
Broadway

Conceived from 1961 and constructed between 1967 and 1977, World's End was one of the most celebrated housing schemes of its day. Here was the architect of the much admired low-rise Span housing addressing the



Figure 2.62 Trellick Tower: Erno Goldfinger's vision of urban living.

problems of designing high-rise housing on a site in such a prominent location between the King's Road, Chelsea and the River Thames.

His solution was a scheme of 742 flats in seven towers and a series of five-storey podium blocks set around two large courtyards (Fig. 2.63). The towers and blocks were highly sculptured with generous balconies, and they were brick clad which contrasted

with the brutalist concrete approach that was so common of the 1960s. The scheme was devised as a complete "metropolitan village" with its own schools, community centre, shops and offices, and it incorporated high-quality landscaping into the design of the courtyard.

Sadly, the scheme faced the same serious maintenance and security problems as other high-rise development but in 1994, after extensive consultation with residents (80 per cent Council rented and 20 per cent owner-occupied), measures were taken to improve the worst of the problems including sensitively designed re-roofing which retained the original aesthetic of the scheme (*Architects: Norman and Dawbarn*).

AJ, 20/4/77, pp. 733–744; *Housing Review*, September/October 95, p. 102; *AT*, 9/1999, pp. 54–58.

St Mark's Road/St Quintin Avenue, W10
 1980. *Jeremy Dixon. U. Ladbroke Grove.*

This scheme of 44 flats and houses superbly captures the scale and character of the surrounding Victorian terraces of North Kensington by grouping three dwellings behind each front gable (Fig. 2.64). At the lowest level is a single aspect, two-person semi-basement flat and above are two narrow frontage houses entered up a small flight of steps. The houses fronting St Marks Road are angled which helped the architect resolve the prominent design of the corner with St Quintin Avenue where there are single-person flats and community rooms. The rear gardens back onto a parking street.

The design of the front facades incorporates large timber-framed entrances and bay windows, which, with the white coping to the gables and front walls, gives the scheme its distinctive character. The rhythm of large



Figure 2.63 High-density housing by Eric Lyons at Worlds End Chelsea.

brick gate posts capped with large pyramid coping hides the bin stores. These combine with the railings and stairs to separate the houses from the street in the best English street tradition.

AR, 12/80, pp. 342–347.

LAMBETH

Pullman Court, Streatham Hill, SW2

1935. Frederick Gibberd.
R. Streatham Hill

During the inter-war years flats for sale or rent became popular with middle class people in London. These were intended mainly for single, childless and retired people who wished



Figure 2.64 St Mark's Road housing.

to live in a pleasant location close to transport links and public facilities. Although the flats themselves were often small, they were marketed as luxurious and labour saving and

they had a degree of stylish living attached to them. Designs frequently leaned towards the new modernist architecture of white rendered walls, flat roofs and horizontal windows, and Frederick Gibberd's Pullman Court was one of the best of these (Fig. 2.65).

The scheme comprises 218 flats built on a site of just under 3 acres (1.2 ha). The flats fronting Streatham Hill are in three storey blocks set well back to preserve the existing trees. Behind these and forming two linked linear courtyards are five- and seven-storey blocks. The flats were designed to offer varying sizes from one to three rooms. The three-roomed flats had two double-bedrooms and were thought to be suitable for families. The five- and seven-storey blocks were served with lifts, which opened on to external galleries leading to the individual dwellings.

The buildings were constructed with a reinforced concrete frame and panel walls. The external walls were to be painted every 5 years and a permanent steel cradle rail was installed at roof level for this purpose. The flats were centrally heated from a single plant beneath the seven-storey block. To attract the purchasers, a swimming pool was provided in the furthest courtyard.

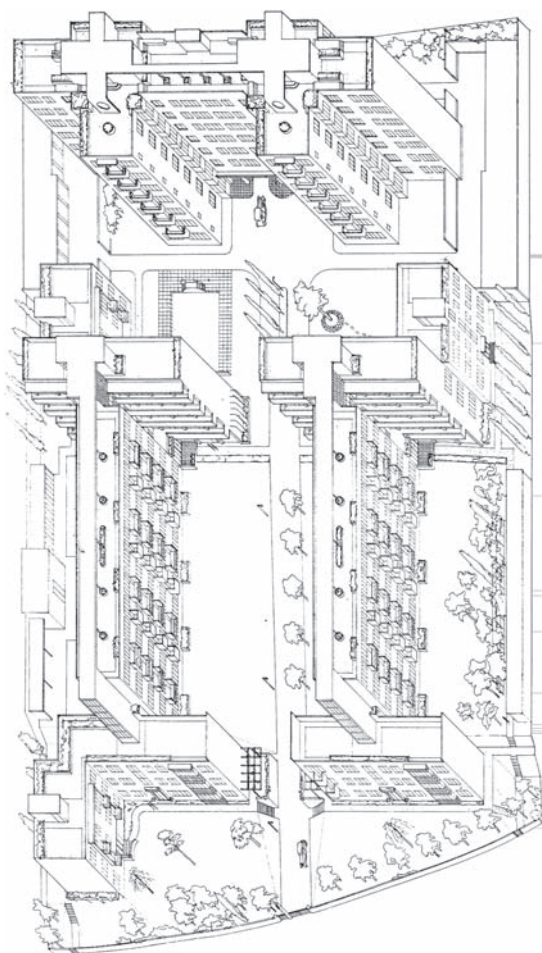


Figure 2.65 Pullman Court (AR, 11/36, p. 28).

Ravetz, A., *The Place of Home*, p. 43; AR, 1/36, pp. 28–30.

**Coin Street Community Builders,
Upper Ground, SE1**

*1994 to present day. Lifschutz
Davidson; Haworth Tompkins
Limited. U. Waterloo/London
Bridge*

“The battle of Coin Street” has become a legend of how a local community can use its power to change the minds of politicians and developers. Faced in the early 1980s with

the threat of a giant office and commercial development, the Coin Street Community Builders (CSCB) successfully lobbied to secure the 5.3 hectare (13 acre) site for housing, open space and community enterprise. This was achieved with the help of the Mayor of London – Ken Livingston – who assisted them with the purchase of the land at a token price.

They became a Company and formed a separate legally registered housing association – the Coin Street Secondary Housing

Co-operative – which was able to secure funding for housing development from the Housing Corporation. This led to the formation of separate co-operatives to take on the management of each of the schemes as they were developed. The residents joining the co-operatives were nominated by Lambeth and Southwark Councils on a 50–50 basis, provided they were working in the area and agreed to be members of their respective co-operative. CSCB developed commercial activities to further its social aims. Most significant was renting out commercial space, the proceeds from which were added to Housing Corporation grant to build further development. This enabled a standard of affordable housing far beyond that grant-funding alone could achieve. In turn, co-operative residents and the wider community fueled corner shops, community centres and child-care facilities which also added to CSCB's community objectives.

CSCB's first project was 56 traditionally designed low-cost dwellings for the Mulberry Housing Co-operative on a site overlooking the first area of open space in the Bernie Spain gardens. This was followed by three most remarkable projects.

Palm Co-operative, Broadwall (1994). *Lifschutz Davidson*. This project, which comprises 25 dwellings, was the subject of a limited architectural competition. It contains 11 three-storey houses with gardens designed as a long terrace with towers of flats at each end. The nine-storey tower at the River end contains one-bedroom flats on the basis of one flat per floor served by double lifts. The architects' intention for the exterior was to use materials that “grow old gracefully”. No fewer than nine were used – red brick, treated hardwood, zinc, copper, painted metalwork, bright metalwork, white soffit panning, stone copings and timber trellises. These were beautifully composed with large

windows from which there are superb views (Fig. 2.66).

Oxo Tower Wharf (1996). *Lifschutz Davidson*. This project, which included the renovation of the famous Art Deco Tower, provided 78 one- to three-bedroom flats for low-cost rent on the third to seventh floors. Below are commercial areas consisting of shops and workshops. Above, the building has been capped by a new floating roof structure, which accommodates very smart restaurants.

“Iroko” project (2001). *Haworth Tompkins Limited*. The design of the latest project was also won by the architects in competition. It is a mixture of affordable rent and private/shared housing comprising 32 large four- and five-bedroom family houses, 18 smaller maisonettes and nine flats, grouped on three sides of a large courtyard garden. Underneath is a 260 space commercial car park that provides cross-subsidy for the affordable housing above. Ground floor dwellings have private back gardens looking onto the communal garden. The wide spacious balconies on upper levels are shaded from the sun by timber screens and have translucent panels between to provide privacy.

AR, 5/81, pp. 273–276; AT, 10/94, pp. 40–48; B (Housing Design Awards), 27/10/95, p. 6; AJ, 13/6/96, pp. 24–45; AR, 2/97, pp. 56–60; B, 28/11/97, p. 50; Cunningham, J., “Winners in the Oxo game”, *The Guardian*, 11/9/96, pp. 6–7; AT, 4/02, pp. 21–33; *Inside Housing*, 19/1/07, pp. 32–34. Note: Part of the development falls within the L.B. Southwark.

PRPZEDfactor, Brixton Water Lane, Brixton, SW2

2006. PRP Architects/Bill Dunster
Architects ZEDfactor. U. Brixton

This scheme of 12 one- and two-bedroom flats for key workers was developed by the



Figure 2.66 Coin Street: high-quality co-operative housing with the Oxo Tower in the distance.

Presentation Housing Association. It demonstrates how the thermally efficient BedZED design principles (pp. 41, 131–132) can be applied to everyday housing in urban locations and achieved at reasonable cost by ordinary building contractors.

The scheme was designed as a joint venture between PRP Architects and Bill Dunster Architects. Their aim was to make the detailing and construction as simple as possible, but the structure was designed with extra-wide insulated wall cavities and double or triple glazing to meet the higher environmental standards that will be imposed on all new homes in 2010 as part of the tightening of the building regulations and carbon emission reduction. Unlike BedZED, there are no photovoltaic cells and wind turbines.

The flats are all fronted on the south side with 2 m deep conservatories, which enables occupants to use the space positively (Fig. 2.67). Property consultant, F.P. Savilles, advises that this adds £10,000 to the value of each flat [1]. The flats are heated and ventilated using solar, wind and renewable biomass energies which were designed to keep the total energy bill to as little as £75 per year. The roof is entirely covered in water-powered solar collectors, which provide space heating and domestic hot water. In summer, the solar-heated water reaches 60°C and supplies all the hot water needs. In the winter, water reaches only 25–30°C. This is circulated in plastic pipes within the floor screeds to provide space heating, which is important in the north-facing bedrooms. Top-up heating and hot water for the scheme as a whole comes from a wood pellet-burning boiler connected to a hot water tank.

[1] B, 04/11/05, pp. 58–62; B Supplement, The Sustainability Awards 2006, p. 27; AJ, 4/5/06, p. 42; R&R, 5/1/07, p. 25; www.buildingforlife.org

Angell Town estate regeneration, Brixton Road/Boatemah Walk, Brixton, SW9 7JP

2006. Master planner: John Thompson and Partners. Architects: Burrell Foley Fischer LLP, Greenhill Jenner Architects, Ann Thorne Architects Partnership, Mode 1 Architects, Levitt Bernstein Associates Limited. Urban design support from Oxford Polytechnic. U. Brixton

Angell Town, completed in 1978, was a council estate of four- and five-storey blocks connected by high-level bridges. From the start, the estate suffered from crime and unsociability, which was so great that taxi drivers refused to enter [1]. There is now little remaining of the original Angell Town following a £67 million Estate Action programme started in 1998. This enabled most of the blocks on the estate's edges to be refurbished with new ground level entrances and staircase towers, together with the removal of the bridges between blocks. The blocks in the centre of the development were replaced with two- and three-storey houses fronting a permeable pattern of traditional streets. The estate now contains 632 dwellings (previously 878) for affordable rent, of which 370 is new housing and 262 are refurbished flats (Fig. 2.68).

Car parking for the new housing was provided at the ratio of one space for every two dwellings. This is located mostly on-street and is well overlooked from houses. Previous garage sites were redeveloped with commercial units, which provide a focus for the community and income for the independent residents' organisation, the Angell Town Community Project (ATCP). ATCP is an influential member of the project steering group. It participated in the selection of architects and worked closely with them [1].

The new housing at Boatemah Walk was named after Dora Boatemah who founded ATCP in 1978 and was a driving force behind



Figure 2.67 PRPZed Eco Housing, Brixton.

the estate's regeneration. The three-storey block (Anne Thorne Architects Partnership) of 18 flats curves in the manner of a Regency terrace (Fig. 2.69). It is of timber-framed construction and has an Eco-Homes rating of Excellent. This is achieved with double the standard of insulation of standard homes, timber construction from sustainable sources, the use of toxic and non-toxic materials, rainwater harvesting, water efficient dual-flush toilets using 90 per cent recycled grey water, passive air extraction from kitchens and bathrooms and solar panels in the roof. The technology is proving successful but the engagement of future residents in the design process was vital – "There's no point having all these environmental features if people don't use them – if they haven't

bought into sustainability (through participation in the design)" [1].

AT 158, 5/05, pp. 24–29; [1] *The Guardian*, 26/7/06, p. 8; www.buildingforlife.org

LEWISHAM

Segal self-build housing

1980+. Walter Segal, Jon Broome, Brian Richardson, Architype

Walter Segal had already enjoyed a successful career, when in the early 1960s he designed and constructed a temporary timber house in his garden at Highgate whilst his house was being renovated. This was the beginning of



Figure 2.68 Angell Town, Brixton: street housing and courtyard parking.

the “Segal” method of house building, which was to occupy him until his death in 1985. Segal never liked describing his houses as “system houses”. He was more concerned with their architectural philosophy and their radical approach to building techniques. He considered the building industry to be technologically and economically backward. The structure of its organisation was archaic and inefficient and its methods of production chaotic. Unlike most industries, it had never changed with industrialisation.

The aim of Segal’s methods was to use materials, which could be obtained easily and required minimal cutting. Ready-made components should be used wherever possible. He preferred the timber post-and-beam

structure with columns 10–12 ft (3–4 m) apart which, he considered, gave maximum planning flexibility. His structure stood on ground slabs, which enabled different site levels to be accommodated and facilitated the easy distribution of services. The plans varied according to the users’ needs within the constraints of the modular construction system and the sewer positions, which dictated the location of the bathrooms.

The first sites made available by Lewisham Borough Council were considered almost impossible to develop but Walter Segal rose to the challenge. They are as follows:

- 11/13 Elstree Hill, Bromley (R. Ravensbourne)
- Longton Avenue, SE26 (R. Sydenham)



Figure 2.69 Boetemah Walk, fine curved terrace.

- 30/31 Brockley Park, SE23 (R. Catford)
- Walter's Way, SE23 (R. Honor Oak Park)
- Segal Close, SE23, 1981 (R. Catford/Catford Bridge) (Fig. 2.70).

Funding for the schemes was devised through an equity sharing rent/purchase/leasing scheme and everyone was guaranteed a Council mortgage (from Lewisham) to cover the cost of the lease. After completion, the self-builders were responsible together for maintenance.

AJ, 23/3/66, pp. 763–769; *AJ*, 30/9/70, pp. 769–780; *AJ*, 17/12/80, pp. 1183–1205; *AJ*,

20/6/84, pp. 35–38; *AJ*, 5/11/86, pp. 31–68; *AJ*, 7/11/96, pp. 48–50; *AJ*, 25/5/95, p. 45.

Regeneration of the Pepys Estate, Foreshore Street, Deptford, SE8 3DG

2005. *bptw partnership*. *U. Surrey Quays*

Built in the 1960s and 1970s by the London Borough of Lewisham, the Pepys Estate reflected the enthusiasm of that time for high-density housing with brick facades to soften the architectural image. Unfortunately the long, dark internal access corridors and other design features proved problematic. During the 1990s an Estate Action SRB-funded

project attempted to deal with the problems, but this proved ineffective; so in 1998, the programme was halted before completion. It was then decided to bring in the Hyde Housing Association, demolish seven blocks, which had not been altered and replace them with new housing.

The architects developed their design through extensive resident participation and negotiation with English Heritage who were interested because the site was close to important listed buildings associated with the former Deptford Royal Naval Yard. The residents wanted to retain open space whilst English Heritage insisted that the block fronting the river should follow the existing building line and be raised on piloti to reflect the amenity of the riverside walk. In the end most other blocks were built on the footprints of former housing.

The project contains 169 new houses and flats designed to a density of 142 dwellings per hectare (60 dw/acre). The accommodation includes a mixture of social for rent and shared-ownership housing in the form of one-, two- and three-bedroom flats and 7 four-bedroom houses. The use of timber-framed construction was adopted as a modern method of construction. This increased the design period but reduced building time. It was also considered more environmentally sustainable than traditional methods of construction.

Of particular merit is the quality and robustness of the design of roads and parking which was based on homezone principles with traffic calming and direction by bollards, different levels, variety of paving surfaces and planting (Fig. 2.71). Car parking was provided at a ratio of 60 per cent and located at the front of, and overlooked by, the new housing.

B, 12/5/06, p. 22; *B*, 12/5/06, p. 22; *The Guardian*, 18/4/07, p. 4; www.buildingforlife.org



Figure 2.70 Segal Close: an early self-build scheme by Walter Segal, Jon Broome and Brian Richardson.

MERTON

Watermeads, London Road/ Rawnesley Avenue, CR4: Mitc

1977. London Borough of Merton
Architects Department, Borough
Architect, Bernard V. Ward. R. Mitcham

Watermeads was perhaps the most successful of the perimeter housing schemes built by the London Borough of Merton in the late 1960s and 1970s (pp. 19–20). It was built on a four hectare (10 acres) site overlooking the River



Figure 2.71 Regeneration of the Pepys Estate.

Wandle, which contained numerous mature trees. The brief called for a dwelling mix of approximately 50–50, six-person houses and two-person flats plus a small number of four-person flats for people with physical disabilities.

The design of the scheme benefited from the experience of two earlier perimeter projects built by Merton Borough Council in the late 1960s at Pollards Hill, South Lodge Road, Mitcham. *R. Norbury* [1] and Eastfields, Acacia Road. *R. Mitcham Junction* [2]. Pollards Hill was surveyed to obtain feedback and a major criticism was its monotony. The construction system – Wimpey no-fines encased in white vitreous enamelled steel panels – was difficult to change. Therefore, to achieve variety at Watermeads, all the trees on the site were preserved and the development was wound around them in a continuous terrace

(Figs 2.72 and 2.73). This arrangement formed two culs-de-sac off which the dwellings are entered. Garages were integral with the houses, which was fortunately then permitted under the housing cost yardstick.

[1] AR, 4/71, pp. 201–208; [2] AJ, 23/1/74, pp. 177–179; AR, 4/80, pp. 215–220.

NEWHAM

Britannia Village, West Silvertown, Royal Docks, Silvertown Way/North Woolwich Road, London Docklands, E16

2004. Gardner Stewart Architects (and others as stated). DLR Royal Victoria

The West Silvertown urban village comprises 1000 dwellings on 11 hectares (27 acres).



Figure 2.72 Watermeads: perimeter housing preserving large areas of open space.

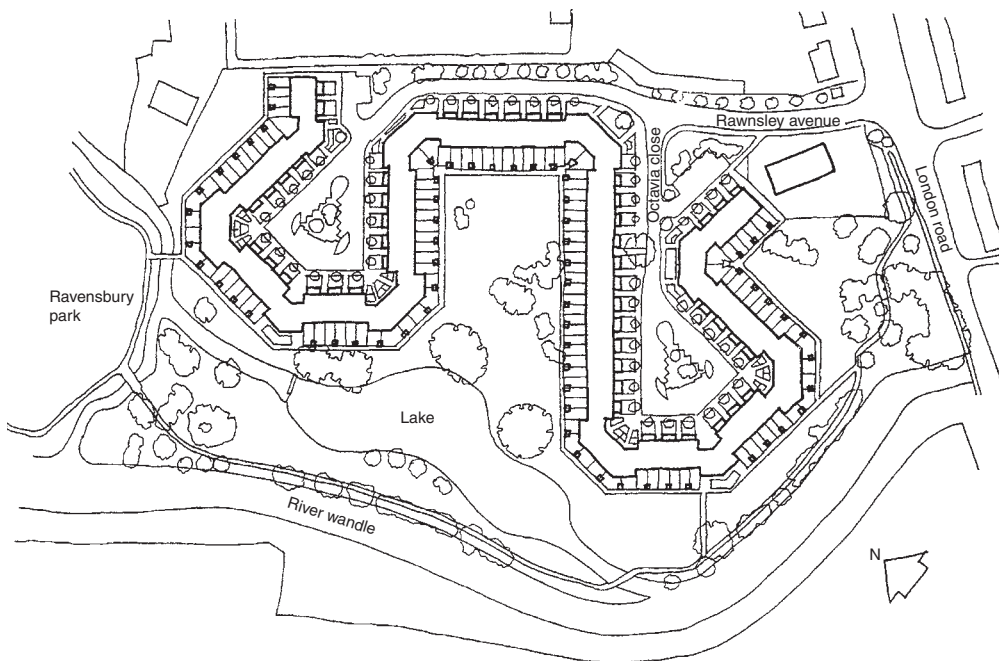


Figure 2.73 Watermeads: site layout.

Two-thirds was private housing built by Wimpey Homes and the remainder social housing for rent provided by the Peabody Trust and East London Housing Association

(ELHA). A genuine attempt was made to mix the tenures on the site with some of the rented housing by ELHA located on the better parts of the site such as around the Village

Green. The layout is based on a permeable grid pattern of streets, off which are small courtyards of housing (Fig. 2.74). The block-paved streets are designed as tree-lined avenues and the result is a very robust urban environment. The housing fronting the former docks were designed in the form of pavilions and many of the old cranes were preserved (Fig. 2.75).

A series of “village codes” was produced to guide the design. These proposed landmark projects in key locations to introduce design variety. One of these was the imposing “Crescent”, located at the eastern edge of the development. Similarly in 2001 the Peabody Trust invited small London practices to participate in an architectural competition

to design shared-ownership housing on three sites of which two were eventually built.

Evelyn Road (2004). *Niall McLaughlin Associates*. This is a small three-storey development with an eye catching front elevation of curtain walling with iridescent colour film overlaid with a clear polycarbonate to reflect different light (R&R, 24/06/05, p. 9; www.peabody.org).

Boxley Street (2004). *Ash Sakula*. These 4 two-bedroom flats are particularly suited to non-co-habiting couples, that is, with a dual income but not a couple. The flats are a block of four, clad in translucent silver and gold fibreglass with a transparent, corrugated exterior wall, filled with colourful wires.

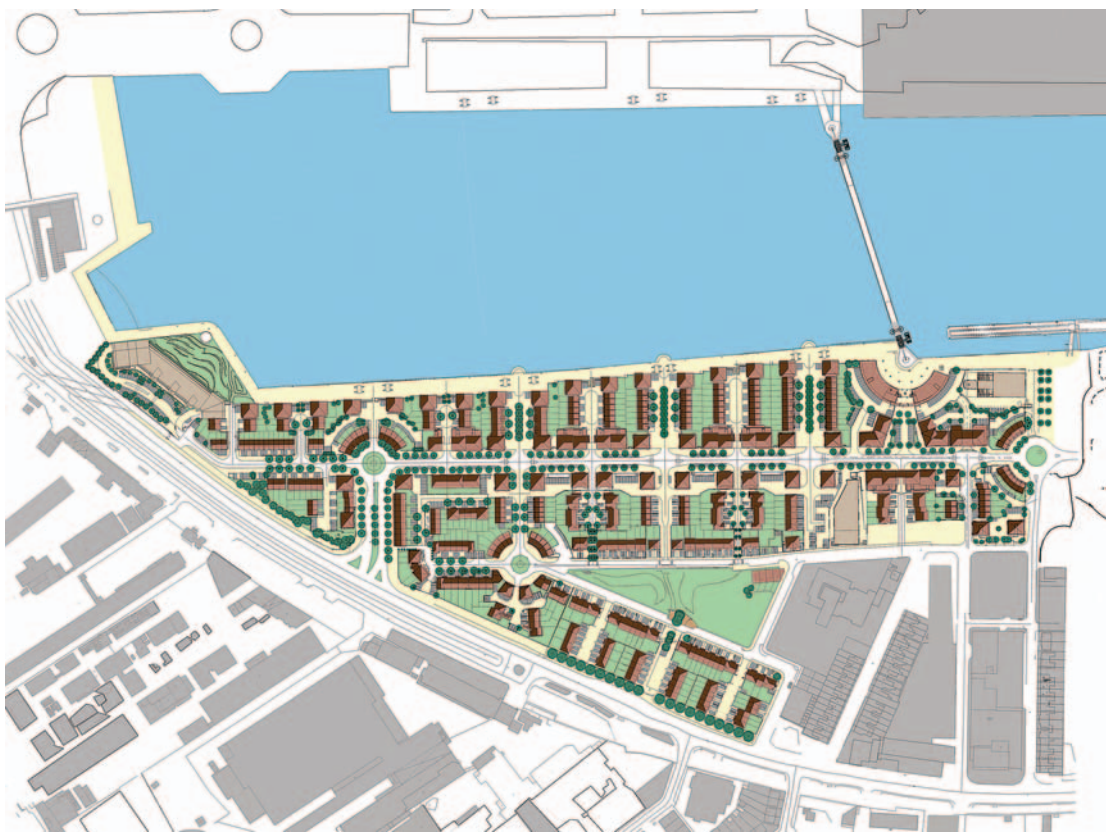


Figure 2.74 West Silvertown site layout by Gardner Stewart Architects. See also DETR, *Places Streets and Movement*, 1998, p. 45, HMSO, London (Crown Copyright).

Residents feel like they are living in a real-life work of art – “and you would never think they were part of London’s affordable housing push” (description from Peabody Trust – www.peabody.org).

AJ, 7/11/96, pp. 36–37; *Planning Week*, 6/2/97, pp. 14–15; *RIBA J*, 11/96, p. 11; *RIBA J*, 3/98, pp. 31, 33, 78–79.

RICHMOND-UPON-THAMES

Parkleys, Ham Common, TW10

1956. Eric Lyons. *R. Richmond + local bus*

This was Eric Lyons’s first large private housing development for Span. It helped set an

architectural style for housing that became very common – in both private and public sector housing, but unfortunately rarely with the same success.

Parkleys was aimed at first time buyers and Eric Lyons recognised the importance of designing to the same budget as speculative developers providing the same accommodation. The dwellings were quite small but were popular. Consequently there has been little change and extensions are rare. The scheme looks very much as it did when completed, with flat roofs, tile and timber cladding, open layouts, etc., all as Eric Lyons intended (Fig. 2.76).

The site was a former nursery garden, which contained some fine trees and plants, most of which Eric Lyons was able to incorporate in his



Figure 2.75 West Silvertown Urban Village.

designs. The scheme is a mixture of terraced houses forming partially enclosed inter-linking courtyards (Fig. 2.77) and three-storey flats set amongst the fine trees. Car parking is in small groups close to the dwellings.

AJ, 20/1/55, p. 72; *Architecture and Building*, 8/1/55, pp. 289–294; *A&BN*, 27/11/57, pp. 715–724; *AR*, 2/59, pp. 108–120.

Langham House Close, Ham Common, TW10

1961. James Stirling and James Gowan.
R. Richmond + local bus

Stirling and Gowan's flats built in the gardens of Langham House – a large Georgian

house – had a great influence on British housing design in the 1960s and beyond (Fig. 2.78). The Grade II* listed project contains 18 flats in three-storey blocks, and its appearance owes its origins to the Dutch De Stijl movement of the 1920s and to Le Corbusier's *Maisons Jaoul* in Paris (1956). English Heritage consider it important as an early and highly influential example of "New Brutalist" architecture, used to great effect in a speculative development ... in particular the combination of brick and exposed shuttered concrete, in what was considered an "honest use of materials" [1].

During the 1960s the brickwork panel and full-height windows with wide window transoms at knee height were to be seen



Figure 2.76 Span housing at Parkleys, Ham Common, preserved in its original form.

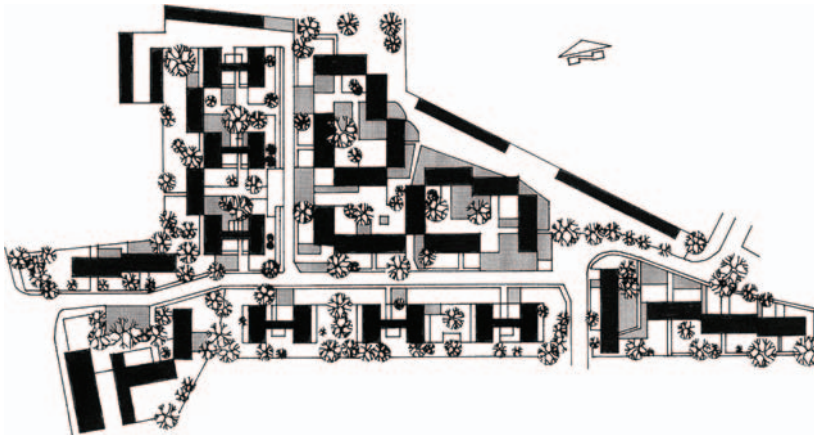


Figure 2.77 Parkleys:
site layout.



Figure 2.78 Langham House
Close, Ham Common.

everywhere in both public and private sector housing.

[1] *EH*, p. 8. *AJ*, 17/4/58, pp. 577–582; *AR*, 7/11/58, pp. 218–225; *AD*, 11/58, pp. 448–455; *A&BN*, 07/1/59, pp. 16–17; *Architecture and Building*, 5/59, pp. 167–169.

**Mallard Place, Strawberry Vale,
Twickenham, Middlesex, TW1**
1984. *Eric Lyons Cunningham
Partnership. R. Strawberry Hill*

This last scheme by Eric Lyons's bears testimony to his experience over many years and his mastery of the art of housing design. The scheme followed the re-emergence of Span after a number of years of inactivity. It comprised 45 town houses of three- and four-bedrooms and 57 apartment flats in two- and three-storey terraces plus a semi-basement in most cases. It included a riverside lawn, moorings and a swimming pool. The density of 58 dwellings per hectare (23 dw/acre) is high for private sector housing, yet Eric Lyons's design has a spacious feel. It takes full advantage of a much prized site with a strong edge of patio houses overlooking the River Thames (Fig. 2.79).

The apartments, which form much of the inner part of the development, were designed around different kinds of court – one is a garden with fountains playing in a heart-shaped pool. The warm brick and wall tile-hanging emphasises the sculptural quality of the buildings but overriding everything is the interplay of landscape with architecture (by Ivor Cunningham), which bears all the hallmarks of the Span developments of earlier years.

Mallard Place and the Span legacy was the winner historic in the 2005 Housing Design Awards. The Awards publication comments on

the scheme, "Here is a scheme built with ... charming architecture and unparalleled amenity. Local agents say people queue to pay over the odds to live here" [1].

[1] *Housing Design Awards 2005* Publication, pp. 50–53; *BD*, 21/6/83; p. 10; *B*, 24/6/83, pp. 39–46.

SOUTHWARK

Setchell Road, SE1
1978. *Neylan and Unglass. U. Elephant
and Castle.*

Setchell Road was one of the most successful of the 1970s high-density, low-rise housing developments (Fig. 2.80). It is a large scheme comprising 311 dwellings built at a density of 100 dwellings per hectare (40 dw/acre). The housing is a mixture of one-, two- and three-storey terraces arranged along a series of pedestrian streets with grouped car parking courts at the rear.

The predominant use of brick and tiles and the scheme's familiar pattern language of streets successfully relate it to its surroundings. The architects' handling of the different kinds of pedestrian space is masterly. These vary according to the use of the space ranging from main spine routes (Alscot Way) to smaller squares and narrow lanes. The focal point is a tenants' meeting hall raised on a low plinth, which is part of a two level central square. A row of corner shops were designed to front Dunton Road.

Approximately two-thirds of the dwellings were for one- and two-person households and the remainder were family housing of various sizes. There were three basic types of dwelling: terraced houses, courtyard flats and flats in three storey blocks. The house frontages are extremely narrow (3.9 m – 13 ft) but this is compensated by the



Figure 2.79 Mallard Place: Eric Lyons's last Span Development (photo by Tim Crocker Architectural Photography/Design for Homes).

internal plan, which in some types includes an internal courtyard that creates a remarkable feeling of spaciousness and light. The courtyard flats are ingeniously planned in groups of eight, entered through gated arches (Fig. 2.81). These courts are well cared for by the tenants who, in many instances, have filled them with plants.

AJ, 9/8/78, pp. 252–265; *AJ*, 12/10/97, pp. 694–695.

Greenland Dock, Redriff Road, SE16
1987–1996. LDDC. U. Surrey Quays

The masterplan for Greenland Dock by Conran Roche in 1982 was one of the first urban design exercises commissioned by LDDC (Fig. 2.82). A number of the schemes that were subsequently built have special qualities.

Greenland Passage (1989), *Kjaer and Richter of Aarhus*, forms a gateway on either side of the passage leading into Greenland Dock (Fig. 2.83). It is distinctively European in character and reminiscent of the 1987 Berlin IBA. It is made up of two large courtyards designed in the manner of the traditional London Georgian Square but the most memorable feature is the circular garden planted out with exotic herbs and low shrubs.

AR, 4/89, pp. 50–51; *RIBA J*, 3/89, pp. 38–41.

Finland Quay (1989), *Richard Reid and Associates*, comprises 67 dwellings in seven linked pavilions on the north side of Greenland Dock. The dwellings are lifted up half a storey from the quay level with car parking below. Their large bay windows and great central



Figure 2.80 Setchell Road: successful late 1970s high-density/low-rise housing.

windows to studio apartments give the pavilions a character quite different to anything else in London Docklands (Fig. 2.84).

AR, 4/89, pp. 52–54; AJ, 2/11/88, pp. 52–57; *L'Architecture d'Aujourd'hui*, 12/89, pp. 106–107; *RIBA J*, 3/89, pp. 38–41.

The Lakes (1997), *Shepherd Epstein Hunter* (with *N Pishavadia of Persimmon Homes*), comprises 275 town houses built on the site of the partly filled in Norway Dock and designed in the form of villas and terraces around the water's edge. In many instances,

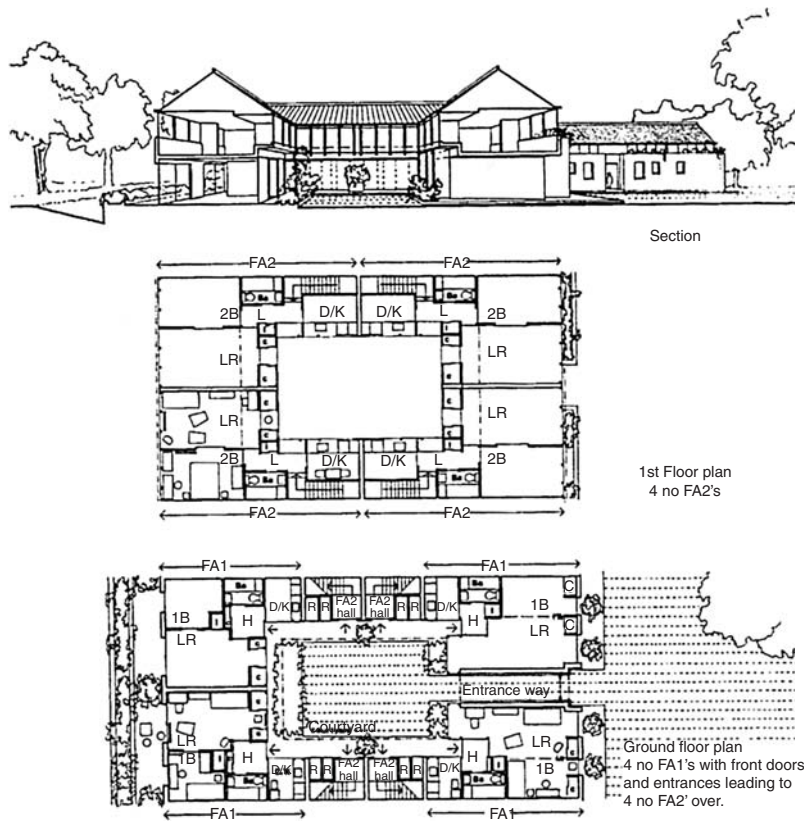


Figure 2.81 Setchell Road: plans of the courtyard housing.

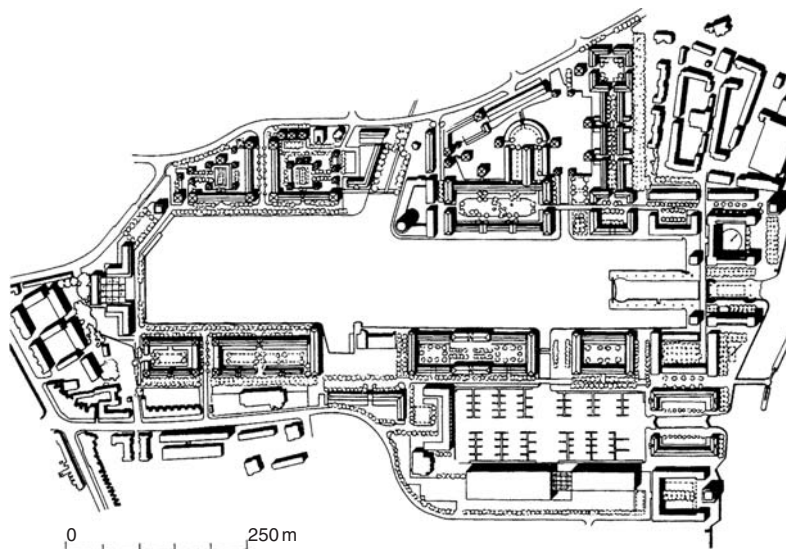


Figure 2.82 Greenland Dock: urban design plan.



Figure 2.83 Greenland Passage.



Figure 2.84 Finland Quays.



Figure 2.85 The Lakes.

the houses are accessible only across timber bridges (Fig. 2.85).

B (Homes Supplement), 14/6/91, p. 10; *B* (Brick Awards), 11/97, pp. 52–53; *RIBA J*, 6/91, p. 56; *RIBA J*, 3/98, p. 34.

South-east of Tower Bridge, SE1
LDDC. U. London Bridge/Tower Hill

The stretch of Waterfront development from Tower Bridge to London Bridge and Rotherhithe to the east has some of the finest streets in Docklands and some of the best of the LDDC housing.

Horselydown Square, Shad Thames (1989). *Julyan Wickham Associates*. “Horselydown Square makes an excellent bit of city” [1]. It was the first scheme to introduce new urban spaces relating to the existing building

form and pattern of use in the area. It is mixed-use comprising shops on the ground floor and a combination of offices and 76 flats on the four floors above. The scheme is designed around two squares, entered at positions that reflected existing pedestrian routes across the site to the river. The north-west approach, close to Tower Bridge, is framed by two partially glazed drums which signify “entrance” (Fig. 2.86). The architecture contrasts sharply to the warehouses around but the distinctiveness of the new spaces gain much from the exuberant use of colour – a combination of blue, red and rich terracotta.

AJ, 16/5/90, pp. 49–51; *RIBA J*, 3/98, p. 31; [1] *AT*, 7/99, p. 65 (Edward Cullinan).

The Circle, Queen Elizabeth Street (1989). *CZWG*. This development creates a strong sense of streetscape and is a focal



Figure 2.86 Horseleydown Square: entrance from Tower Bridge.

point in a grid of streets. The development has a mix of uses with shops, offices, restaurants and a health club plus a swimming pool on the ground floor. Above are 302 apartments that range from 38–50 sq.m. studios to three-bedroom penthouses of over 100 sq.m. Parking for 400 cars is in two levels of basement. The residential accommodation is in four segments each served by pairs of lifts and approached by lobbies on either side of the street. The central circle acts as an approach and setdown to the entrances. The walls facing the circle were finished in

ultramarine coloured glazed bricks, which creates the impression of a blue canyon. Complete with the equestrian statue in the centre of the space, it is one of London Dockland's special places (Fig. 2.87).

AJ, 17/10/90, pp. 26–40, *Blueprint*, 7/90, pp. 34–37; *RIBA J*, 2/98, p. 32.

China Wharf (1988). CZWG. China Wharf reflects the stylish reputation of its architects. The building nestles ingeniously into a tight site amongst a number of sober Victorian warehouses, most of which have been converted into housing. The ground floor contains offices and above are seventeen flats, each planned in a scissors form so that every flat has a river view.

The scheme has three elevations, each responding to its immediate location. The facade to Mill Street is clad in London stock brick with blue engineering brick details to match its warehouse neighbours. The courtyard facade has small windows turned away from directly looking over New Concordia Wharf. The river facade has large areas of glass and each apartment has its own balcony. To provide privacy, the central in-situ concrete panel was introduced with wings and flanges, making it read like a ship's construction. The whole of this was then painted in red B.S. 04 E 51.

AR, 4/89, pp. 28–37.

Vogan's Mill, Mill Street (1989). *Michael Squire Associates*. Vogan Mill rises like a beacon up to its 16th storey penthouse. The tower replaces an existing grain mill built in 1813; it combines with listed former warehousing to provide 65 two- and three-bedroom luxury flats. The slim tower contains one flat per floor and is best viewed from the river where the whiteness of its modernity, with its cut-away corners and curving roof,

makes it stand out above the darkness of the old warehouses (Fig. 2.88).

AJ, 16/5/90, pp. 38–41.

Gainsford Street Halls of Residence (1990). *Conran Roche*. Designed for the London School of Economics, this modest six-storey building is built in pale yellow brick but enlivened on the Gainsford Street frontage by the inclusion of nautically inspired balconies. The building accommodates 280 students in a series of six-bedroom flats planned around a basic core of kitchen and bathroom facilities.

AJ, 16/5/90, pp. 25–26.

The Anchor Brewhouse (1990). *Pollard Thomas and Edwards*. This is one of London's most picturesque sites next to Tower Bridge, which has been beautifully transformed into housing and offices (Fig. 2.89). Originally built in 1789 and rebuilt in 1891 after a fire, the



Figure 2.87 The Blue Circle.



Figure 2.88 Vogan's Mill rising above China Wharf and other buildings at St Saviour Dock.



Figure 2.89 The Anchor Brewhouse.

building was a Courage's brewery. It now provides a variety of dwellings ranging from tiny studio flats with bedrooms at mezzanine level to an enormous multi-level apartment under the cupola. The external appearance has been sensitively restored to its former condition. New levels have been inserted which give some rooms truly exciting views. The major change to the outside of the building was the provision of a vertical glass bay which has been inserted into the previously blank west end of the complex overlooking Tower Bridge. This adds to the space quality giving wonderful views out through the bridge.

AR, 10/90, pp. 81–84.

New Concordia Wharf, Mill Street, EC2 (1981–1983). Pollard Thomas and Edwards in succession to Nicholas Lacey and Partners.

This project pioneered the conversion of the warehouses in this part of Docklands. The courtyard of buildings was formerly part of St Saviour's Flour Mill established in 1882, and re-built in 1894/1898 after a fire. The mill complex is specially known for its water tower and chimney. The conversion into mixed-use development, principally housing, has carefully preserved the existing fabric of the buildings. The long facade to St Saviour's Dock has deeply recessed new windows in keeping with the character of the building and metal balconies were fixed across the former loading bays. The timber jetty was renewed to its original pattern and crossing the entrance to the dock there is a delightful new footbridge designed by Whitby and Bird and Nicholas Lacey and Partners (1995).

AJ, 12/2/98, pp.27–28.



Figure 2.90 Woolfe Crescent,
Surrey Quays.

**Woolfe Crescent, Canada Street,
off Quebec Way, Surrey Quays,
Rotherhithe, SE16**
1989. CZWG Architects.
U. Surrey Quays

The majority of Surrey Quays is suburban but with a very high-quality landscape infrastructure that can be best appreciated from the top of Stave Hill. Wolfe Crescent is one of the few exceptions to this. Built on a 0.8 hectare (2 acre) site fronting Albion Channel, which is all that remains of the extensive former Surrey Docks, the development contains 53 apartments and 26 houses. It has two principle elements – a large crescent of houses terminated by four-storey apartment buildings and five small freestanding octagonal blocks of apartments (Fig. 2.90).

Four of these octagonal blocks stand on the channel front enclosed by the crescent.

The fifth is on the east corner of the site. This arrangement enables most of the flats and houses to have a view of the water-course to which the scheme relates. The brick octagonal buildings with their corner windows, basket balconies and domes are best seen from the well landscaped walkways alongside the Channel.

B, 11/9/87, pp. 59–61; *RIBA J*, 7/89, p. 5; *AT*, 1/90, pp. 22–25.

**Riverside Apartments (formerly
Princess Tower), Rotherhithe
Street, SE16**

1990. Troughton McAslan and Tim
Brennan Architects. *U. Rotherhithe*

This eight-storey tower is one of the landmarks along the River Thames (Fig. 2.91), its



Figure 2.91 Riverside Apartments, formerly Princes Tower.

design is unashamedly of the modern movement with reference to the designs of Eric Mendelsohn and Serg Chermayeff in the inter-war years. The bow windows, horizontal strip windows and white cladding are supported on a steel frame that is an update of the experimental concrete and steel of early modernism. The client required a two-storey penthouse at the top of the building that included a sun terrace and glass observation room on the roof. The building is best viewed from the river.

AJ, 16/7/86, pp. 20–23; *AJ*, 12/2/98, p. 39.

**Friendship House, 3 Belvedere Place,
Borough Road, SE1**

2004. MacCormac Jamieson Prichard.
U. Borough

The London Hostels Association is a charity founded in 1940 that provides low-cost rental housing particularly for young, single people working in London for the first time or undertaking an educational course. This project has 160 bedsitting rooms and ancillary communal accommodation on a site with limited road frontage overshadowed by a high viaduct carrying trains to London Bridge station.



Figure 2.92 Friendship House.

The entrance is off a narrow opening on Borough Road (Fig. 2.92). Within the site, the scheme is wrapped around the perimeter enclosing a secluded garden with a pool that reflects light into the rooms around and creates a sense of calm away from the noise from the railway and surrounding roads [1]. There is a wooden bridge over the pool positioned on an axial pedestrian walkway that connects all the principle common areas and the courtyard to the entrance and reception. The building backs up close to the railway viaduct and a wall clad in zinc shingles is an effective sound barrier.

Bedsitting rooms are mostly single en suite but some are double bedrooms. Nine rooms were designed for people with physical disabilities. The communal accommodation includes two lounges looking into the garden, a garden room, an Internet room, TV room and a quiet room. Self-catering kitchens are provided at

the corners of the buildings for groups of 10 residents who provide their own food and utensils. There is also a laundry and vending machines.

[1] Housing Design Awards 2005
Publication, pp. 16–19; B, 22/7/05, p. 53;
www.london-hostels.co.uk

6 Barons Place, Webber Street, SE1
2004. Proctor and Matthews Architects.
U. Waterloo

Barons Place, situated behind the Old Vic Theatre, was another recent experimental modular housing development built by The Peabody Trust (see also pp. 84–87 and 89–91). It is three-storey, low-cost housing for working people who need accommodation for a short period of time not exceeding 5 years. The

accommodation includes 3 one-bedroom and 3 two-bedroom flats made up of 15 modules.

Construction and land costs had to be less than £50,000 per dwelling to achieve an affordable rent of £120 per week. The land was fortunately available at no cost but apartments are small – a one-bedroom apartment at 25 sq.m. The scheme was also designed to be dismountable and reassembled elsewhere. The modular units took 14 weeks to complete including only 2 days for installation. They are stacked with entry stair and access balconies located on the south-facing façade. The light-weight rain screen cladding of fibre cement panels with coloured textured surface was configured to avoid the possibility of monotony that can come from over-repeating the same modular elements. This creates a colourful effect along Webber Street (Fig. 2.93).

Based on description by Peabody – www.peabody.org.uk; Birkbeck, D., and Scooner, A.,



Figure 2.93 Barons Place.

Prefabulous Homes: The New Housebuilding Agenda, Constructing Excellence (2005), pp. 56–59. *BD*, 3/2/06, p. 13; *AT*, 4/07, pp. 18–26.

Tabard Square, Tabard Street/ Long Lane, SE1

2007. Rolfe Judd, U. Borough

This 2007 National Housing Design overall winning scheme (cover picture) illustrates mixed-tenure, high-density housing design at its best. The first planning application in 2000 for 277 dwellings on the 1.2 hectare (3 acre) site was more than doubled in 2004 on the direction of the government and the Mayor of London. A total of 212 of these dwellings were developed by Southern Housing as affordable homes, of which 133 were for shared ownership and 79 for rent. This is located in the southern block and in part of the tower.

The scheme is designed in the form of three blocks and a tower around Tabard Square, which is one of the largest new squares open to the public in Southwark for many years. The space is exceptional with high-quality paving, mature trees and benches. One side contains a nursery and another a supermarket, which is part of almost 3,000 sq.m. commercial development. The Tabard Street block abutting the tower has a large Italianate roof garden for residents whilst an elliptical block on Long Lane benefits from the shape of the ellipse. Floors in this block have been sold to an apartment hotel. There is a pavilion within the square, which is intended to be a café/restaurant, picking up trade from people passing through the square en route for London Bridge Station. However the square is closed off between midnight and early morning by metal sculptures that spin on their axes. This, backed up with a well resourced and active management regime that has been put in place by the developer, will ensure control of the public realm.

The tower is beautifully sculptured. Its height was reduced from 28 to 22 storeys during the design stage at the insistence of English Heritage, despite the support of the Mayor. All flats in the tower have balconies, even those built for shared ownership. The lift cars open onto halls glazed from floor to ceiling through which there are magnificent views over London.

Housing Design Awards 2007 Publication, pp. 32–37; B, 20/7/07, pp. 46–47.

SUTTON

BedZED (Beddington Zero Energy Development), Helios Road, off London Road, Wallington, Surrey, SM6

2002. Bill Dunster Architects ZEDfactory Ltd (Master planner and Architect). R. Hackbridge

This scheme of 82 dwellings was Britain's first large-scale environmentally friendly, energy efficient mixed-use development (Fig. 2.94).

The project addresses a multitude of issues including:

- Zero CO₂ emission in construction and use.
- Maximising water reuse.
- Reduction of waste.
- Energy saving measures including manufacturing all its heat and electricity needs on site through a combined heat and power plant that uses wood pellets from renewable sources.
- Building materials selected from natural or recycled sources and bought from a radius of 35 miles from the site.

The layout consists of 82 dwellings in four terraces that face south to maximise passive solar gain (cover photo). Among these, 34 of the dwellings are outright ownership, 23 are shared ownership, 15 are social housing and the remaining 10 are for reduced "cost rent",



Figure 2.94 BedZED: Environmentally friendly, energy efficient, mixed-use development.

specifically for nurses and teachers; 18 were for live/work. The roofs above the workspace form gardens for neighbouring dwellings, which are accessible by bridges over streets.

The construction uses thermally massive materials that store heat during warm conditions and release heat at cooler times. In addition, all buildings are enclosed in a 300 mm insulation jacket. Passive solar energy is enhanced through the fitting of specially designed photovoltaic panels. This, together with the combined heat and power, and the water conservation systems reduce energy demand to 25 per cent of a conventional dwelling of the same size. The wind driven cowls on the roof recover approximately 70 per cent of the warmth from the outgoing air.

Social provisions integrated into the project include a nursery, after school clubs, a medical centre, Internet access and workspace. The planning of the project included green transport proposals through providing an electric car pool for residents, powered by the photovoltaic installation in the project.

The project was runner-up in the 2003 Best Building of the Year Award (The Stirling Prize).

AJ, 14/4/5, pp. 5, 14; BD, 14/7/6, p. 4; *The Guardian Environment*, 17/5/06, p. 9; [1] www.peabody.org.uk; www.buildingforlife.org; Housing Design Awards 2007 Publication, pp. 62–63.

TOWER HAMLETS

Boundary Street Estate, Arnold Circus, E2

*1896–1902. LCC Department of
Architecture. U. Shoreditch*

The Boundary Street estate is the oldest surviving development of rented housing built by a local authority. The estate of 1,002 flats was built in 20 tenement blocks on slum clearance land. The streets were laid out as tree-lined avenues radiating from a small circus with a bandstand (Fig. 2.95). The radical development also included schools, workshops and

community facilities on the site, following the principles of the Arts and Crafts movement, of which some of the LCC architects were members. The scheme was coordinated by Owen Fleming, and six different architects worked on the design of the buildings. It was first occupied mostly by white-collar workers as the rent was too high for poorer people but this changed in later years.

B, 3/1/86, pp. 20–21; AJ, 8/5/97, p. 12; www.buildingforlife.org

Lansbury Estate, East India Dock Road, Poplar, E14

*1951. LCC Department of Architecture.
DLR All Saints*

The concept of millennium villages is not a new phenomena for one of the features of the



Figure 2.95 Boundary Street Estate: one of the earliest LCC housing developments.

1951 Festival of Britain was the live model of architecture and planning – the new Lansbury estate. The site was a “comprehensive development area” of 50 hectares (124 acres) that had suffered severe bomb damage during the war. The development was conceived as a neighbourhood of 9,500 people, complete with schools, shops, churches and all the facilities necessary to create a community. The brief called for low-rise housing of human scale, in not more than six storeys, designed to a maximum overall density of 136 persons per acre (336 p.p.ha.). The buildings were to be built in yellow brick, preferably London stocks, and to have slate roofs to carry on the local tradition of London’s East End.

Many prominent private architectural practices were involved in its design. This included Frederick Gibberd who designed the shopping centre and market place with its famous landmark tower – the first new post-war pedestrian

shopping precinct in London (Fig. 2.96). The Lansbury live exhibition was not a success. Architects and architectural writers were not impressed with the quasi-vernacular architecture that was described as worthy, dull and somewhat skimpy.

[1] *AJ*, 6/9/51, pp. 275–304; *AJ*, 3/7/74, pp. 23–42; [1] *Ibid.*, p. 40.

Cluster Blocks, Usk Street/Claredale Street, Bethnal Green, E2

*1952/1960. Fry Drew, Drake and Lasdun/Sir Denys Lasdun & Partners.
U. Bethnal Green*

Sir Denys Lasdun was a twentieth century British architect of great distinction with many fine buildings to his name including the National Theatre. His aim in designing housing was to improve on what was being built by local



Figure 2.96 Lansbury Estate: live housing model for the 1951 Festival of Britain.

authorities. He was interested in the Smithson's concept of cluster housing (pp. 12, 15) and during the 1950s he designed two such schemes at Usk Street and Claredale Street. The Bethnal Green council was one of the most progressive housing authorities in London but was constrained by a limited amount of land. Lasdun's concept was therefore of considerable interest.

His intention was to create a "vertical street" in a core structure connected by bridges to four towers set at angles to each other. The core contained services and communal amenities – clothes drying platforms, lifts stairs and refuse chutes, which are all noisy elements. The dwellings themselves were akin to semi-detached houses but placed on top of each other. They were seen to be very private and quiet with only their entrance halls, WC's and internal stairs and bathrooms facing on to the access balconies.

Usk Street comprises 24 maisonettes in an eight-storey block formed of four smaller towers set at different angles to each other with six units per double floor. These were linked to the central lift tower and staircase with bridges. The dwellings were served by a district heating system in the basement. The 16-storey Keeling House at Claredale Street contains 56 two-storey maisonettes and 8 single-storey flats linked to a core containing stairs, lifts and activity areas (envisaged as places for children's play). This pattern of semi-detached maisonettes is expressed in the rhythm of the elevations, in which solid balconies alternate with the narrow horizontals of the bedrooms in between (Fig. 2.97).

From the very beginning, both blocks suffered vandalism, crime and anti social behaviour but listing to Grade II and Grade II*, respectively, by English Heritage, has supported improvement and tenure change. A third tower by Lasdun, Trevelyan House, built as



Figure 2.97 Cluster Blocks at Claredale Street.

part of the Greenways Estate with the Usk Street tower, has also been listed Grade II.

AR, 1/54, p. 49; AD, 2/56, pp. 125–127; AD, 2/58, p. 62; AR, 5/60, pp. 305–312; AJ, 6/12/61, p. 90; AR, 1/77, pp. 52–58; AJ, 6/7/95, p. 8.

Roy Square, Narrow Street, E14

1988. *Ian Ritchie Architects. DLR Limehouse*

Narrow Street is one of London Docklands most historic streets on the north bank of the River Thames. Roy Square established new ground in creating private housing of urban quality. The predominately four-storey housing is grouped around a rectangular court, which is entered from a flight of stairs off Narrow Street. The form of this central



Figure 2.98 Roy Square: internal courtyard.

space and the large rectangular metal bay windows on the dwellings are reminiscent of courtyards in the Berlin's 1984 IBA housing exhibition, although the pools at each end linked by a narrow channel and lush planting give the court a decidedly Moorish flavour (Fig. 2.98).

The external face of the scheme presents a lively frontage to the surrounding streets. The architects sought to respect the area's Georgian character and to design the housing as pavilions linked by lower recessed blocks containing stairs and lifts. This is now a familiar pattern for housing in London Docklands, which clearly succeeds in this scheme.

AJ, 5/89, pp. 35–36; *AR*, 4/89, p. 46; *AJ*, 8/2/89, pp. 24–29; *L'Architecture d'Aujourd'hui*, 12/89, p. 114; *BB*, Autumn/92, p. 8.

Shadwell Basin, Wapping Wall, E1

1988. MacCormac, Jamieson, Pritchard & Wright. DLR and U. Shadwell

New Shadwell Basin dates from 1854–1858 and is overlooked by St Paul's Church built in 1820–1821 by John Walters. The 169 dwellings built on three sides of the Basin represent in style and density a fine attempt at producing a contemporary dockside housing form that echoes the key qualities of the early nineteenth century brick warehouses that once characterised the area. In this respect, it is different to other LDDC schemes of its time (Fig. 2.99). The terraces and flats are not single blocks like warehouses but a series of five-storey brick pavilions linked with metal and glass loggias, all unified by painted iron balustrades. The Venetian arched ground floor



Figure 2.99 Shadwell Basin.

on the waterfront elevation, reminiscent of the Albert Dock in Liverpool, creates a most attractive base to the design.

Most of the development is apartments, but on the north-eastern side of the basin are three-storey houses designed in the same style complete with colonnade and arches. In the centre of the northern side of the basin, there is a gap in the run of housing around the basin, created by the LDDC to allow a view of the church.

AJ, 25/9/85, p. 52; AR, 2/87, pp. 51–54; AR, 4/89, pp. 47–49; RIBA J, 3/89, pp. 38–41.

Cascades, Westferry Road, E14
1988. CZWG. DLR Heron Quays

The Cascades, situated on a bend of the River Thames close to the West India Dock and Canary Wharf, has one of the most distinctive housing forms in the River Thames skyline.

Built by Heron Homes, the 168 apartment scheme stands on a 2.3 acre (0.93 ha) site bounded on two sides by water. It comprises a 20-storey block of apartments and one of six-storeys plus three shops on the ground floor (Fig. 2.100).

Building upwards, instead of outwards, provided space for landscaped gardens, a health centre and swimming pool. It also offered spectacular views. The great 45° slope incorporates the fire escape beneath a canopy of corrugated steel and glass, which extends over the swimming pool to form a skylight. The cladding is a stock brick with blue engineering brick bands. The architects claimed to have respected the location through incorporating in the design a whole range of portholes, funnels, lighthouse balconies and tower.

AR, 2/89, pp. 30–33; *L'Architecture d'Aujourd'hui*, 12/89, p. 112; *RIBA J*, 10/88, pp. 30–33; *RIBA J*, 3/89, pp. 38–41; *RIBA J*, 12/89, pp. 28–33.

**Compass Point, Sextant Avenue,
Manchester Road, E14**

1986. E14. Jeremy Dixon.
DLR Island Gardens

Compass Point was built during the later 1980s boom period for London Docklands. Its design reinterprets many traditional building forms, some of which Jeremy Dixon used in other schemes illustrated (pp. 102–103, 154–156). The stepped gables are distinctively Flemish, whilst the white bow windows reflect nineteenth century English sea-front housing. Behind the riverfront housing are a number of paired villas and terraces of high urban quality built on an axis at right angles to the river. The main street, Sextant Avenue, contains the largest villas and culminates at the far end in a crescent with a small gap through to give access to Manchester Road. At the other end, the views of the river are framed by two gateway buildings



Figure 2.100 The Cascades: a landmark on the River Thames.

(Fig. 2.101). The spaces created in the scheme – streets, mews, crescents – are enhanced by the care taken with the design of the hard paving and landscaping.

AR, 2/87, p. 33; AR, 4/89, p. 46.

**Winterton House, Tower Block
Refurbishment, Watney Market Estate, E1**

1996. Hunt Thompson Associates.
DLR Limehouse

It is well worth taking a stop at Limehouse on the Docklands Light Railway to view the 25-storey Winterton House as an illustration



Figure 2.101 Compass Point: looking towards the River Thames.

of creating new life for a worn out tower block (Fig. 2.102). The building's original steel frame had been developed by British Steel in the 1960s to be as economic as possible. The former cladding was of lightweight GRP, and the floor was of hollow pots. On its own, the frame could not support available cladding systems and heavier concrete floors, which were required to improve the sound insulation. In addition, the block had many of the typical problems of 1960s high-rise housing. The jointing between the cladding panels was poor, the windows could only be replaced externally and there were asbestos problems. This led to the building being vacated and occupied by squatters.

The proposal to clad the building in brick came from the brief, which required a 50-year life before the first major maintenance.

Consequently the building was stripped back to its frame and concrete core. A new external wall of brickwork was built, which, along with 150 mm of quilt and high-performance double glazed windows was designed to be highly energy efficient. The brickwork strengthens the existing steel frame to which it is connected by a steel jacking structure at roof level.

Northwood Tower, Wood Street, Walthamstow, E17 (1992). *R. Wood Street, Walthamstow*. Hunt Thompson Associates were architects for another tower block over-clad in brick for the London Borough of Waltham Forest.

AJ, 7/11/96, pp. 46–47; *AJ*, 7/11/96, pp. 46–47; *AJ* (Supplement), 12/6/97, pp. 12–14; *BD*, 22/8/97, p. 12; *B* (Brick Awards), 28/11/97, p. 48; Northwood Tower: *AJ*, 5/2/92, pp. 39–41.

Burrell's Wharf, 262 West Ferry Road, E14

1995. *Jestico + Whiles.*
DLR Island Gardens

The planning brief in 1987 from the LDDC for this spectacular riverside site called for the preservation of the Grade II listed shipyard buildings built by Brunel in 1830, which had been owned for a 100 years by Burrells, the paint manufacturers. The complex now comprises new residential apartments, retail shops, workspace, a large leisure facility with a swimming pool, squash court, indoor running track, gymnasia, library, pool room, restaurant and spa baths (Fig. 2.103).

High-density development was necessary to offset the substantial infrastructure costs. The layout took on an axial form with most of the buildings at right angles to the River Thames except for two major riverfront buildings, which frame the central square. This way, most dwellings have a glimpse of the water. Vehicular access to the commercial development is from the north whilst access to the housing and the underground car park beneath the central square is off the riverside drive. The result is a large successful development of fine new buildings integrated with Brunel's workshops within an urban design framework of considerable strength and integrity.

B, Housing Design Awards, 27/10/95, p. 22; *RIBA*J, 11/90, pp. 42–43.

Dundee Wharf, Three Colt Street, Limehouse, E14

1997. *CZWG.* *DLR Westferry*

This tall, striking project, built by Ballymore Properties, is a powerful landmark at a bend in the River Thames. A rather extraordinary false oil-rig structure which appears to lean out off the front of the building adds to the



Figure 2.102 Winterton Tower refurbishment.

variety and sense of fun in the building' design (Fig. 2.104). In front is a very fine footbridge designed by YRM/Anthony Hunt Associates and completed in 1995.

B, 28/11/97, p. 52; *RIBA*J, 3/98, p. 33.

Tower Hamlets Housing Action Trust (HAT)

1994 + *Architects as indicated*

Tower Hamlets HAT was established in 1993 following a ballot of the residents of three Council estates – Lefevre Walk (Parnell Road),

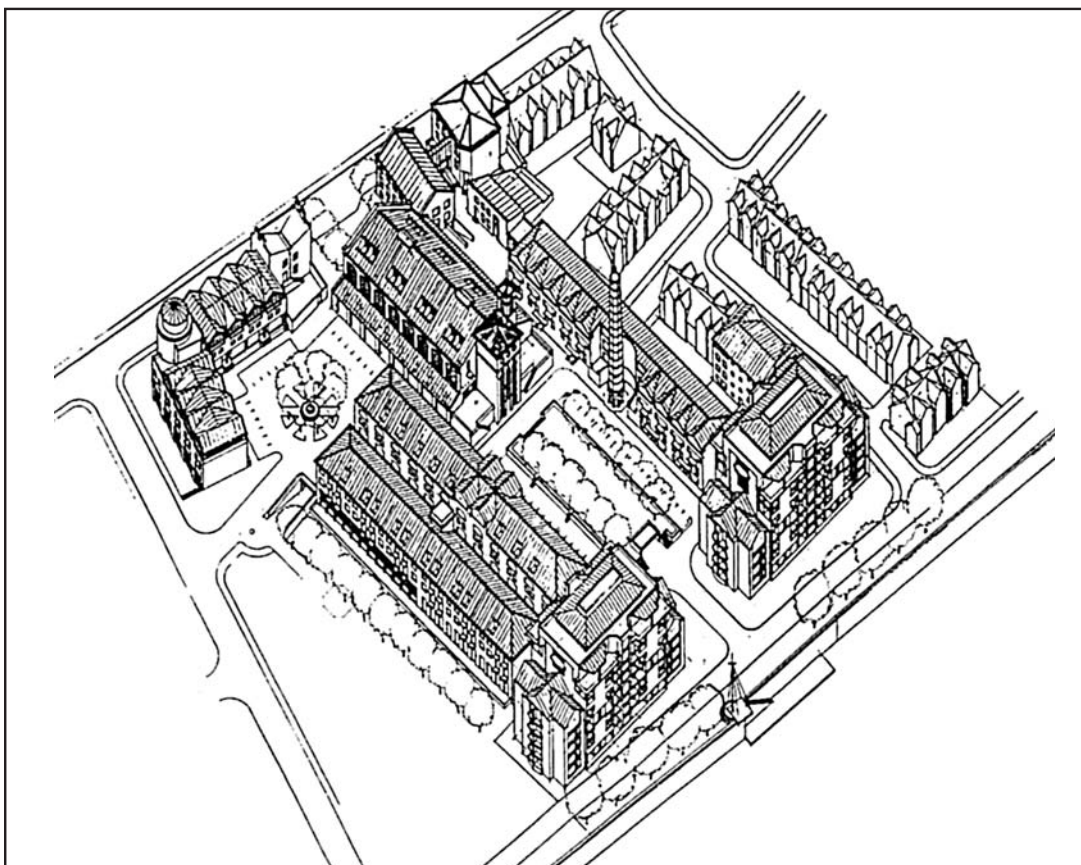


Figure 2.103 Burrell's Wharf: axonometric drawing.

Monteith (Old Ford Road) and Tredegar Road, which were built in the late 1960s and early 1970s. These high-density estates all displayed the physical problems associated with system built estates of the time. The masterplan produced in 1994 proposed the demolition of most of the housing and its replacement with over 1,100 new low-rise dwellings, approximately 50 percent of which would be houses with gardens.

The masterplan objectives were to be achieved with extensive resident participation. Important was a sustainable succession strategy, which involved the formation of a Community Based Housing Association

(CBHA) and a Community Trust to take over the long-term ownership and management of community facilities developed by the HAT. Originally it was envisaged that the development would be totally publicly funded but this proved to be an enormous commitment for the Government. Therefore, the HAT entered into arrangements with Circle 33, and a newly formed subsidiary, Old Ford Housing Association, for them to take over the development function and to raise private finance to cover the shortfall of government allocation.

The development included the following projects.

Cherrywood Close, Coborn Road, E3 1996. *Thomas Pollard and Edwards. U. Bow Road.* This scheme was the first to be completed by the Tower Hamlets HAT. It comprises 11 two- to four-bedroom houses, 23 two- and three-bedroom mews housing and 6 one-bedroom flats. The site, which had been a railway station and then a builder's yard, was bought by the HAT to start the process of decanting people to reconstruct their estates. Its narrowness was cleverly overcome by using wide frontage houses with all rooms facing south onto large walled gardens. Where the site was wider, short terraces of three-storey town houses formed a landscaped square (Fig. 2.105). The use of wide frontage houses permitted considerable variety of internal arrangements, and porches, bay windows, verandas and conservatories could be selected by the tenants from a menu of options.

Monteith Phase 1, Parnell Road, E3 1997. *AFC Shaw Sprunt. U. Mile End.* Built on a site overlooking the Hertford Union Canal and Victoria Park, this was the first of five phases in the redevelopment of the Monteith Estate comprising terraced housing and a block of flats overlooking the canal. Its communal areas have been designed to be light and have views of and access through the south-facing courtyard to the canal and park. The low pitched roof has been designed to create the impression of it floating over the structure below (Fig. 1.19).

**BowZED zero carbon housing,
Tomlins Grove, E3**

2004. *BDaZEDfactory. U. Bow Road*

In this scheme, Bill Dunster related the Bed-ZED technology (pp. 41, 131–132) to a building with high levels of masonry thermal mass. The four-storey building contains four apartments. The two lowest floors contain two bedrooms and the second floor



Figure 2.104 Dundee Wharf with its distinctive oil-rig structure and the bridge.

one. At the top level is a studio apartment. This diminishing size of apartments creates a stepped section and a cascade of balconies and conservatories on the south elevation (Fig. 2.106).

Inside there are few immediate signs of the technology that replaces space heating. Instead is a combination of measures that include:

- South-facing living rooms with a large amount of glazing, terraces and conservatories



Figure 2.105 Cherrywood Close: first new housing by Tower Hamlets HAT.



Figure 2.106 BowZED zero carbon housing.

located beneath the 30° photovoltaic slope that runs down the front of the building.

- Thermal mass that enables the building to store solar heat gain for up to 5 days in the winter and ensure in the summer that the internal temperature can be up to 10°C cooler than outside.
- Triple glazed windows.
- Energy generation from photovoltaic cells and from a wind generator.
- Two roof-mounted ventilation cowls with integrated heat recovery.
- A 15 kw wood pellet boiler that provides back-up for a single radiator in each apartment. This only comes on when apartments are unoccupied and the temperature drops to below 18°C.

The measures are so effective that the energy calculations can take into account heat generated by the occupants and incidental gains from cooking, TVs and computers.

The Housing Design Awards 2005 publication praised the scheme by saying “You can feel money well spent. You buy into BowZED for the quality; that you are saving the planet is the bonus” [1].

[1] Housing Design Awards 2005 Publication, pp. 44–45; B, 28/4/06 (*Brick Bulletin* Spring 06, pp. 12–13).

**Container City, Trinity Buoy
Wharf, off Orchard
Place, E14**

1999–2005. Developer: Urban
Space Mangement (USM); Architects:
(Phases 1 and 2) Nicholas Lacey
and Partners. (Phase 3) ABK Architects.
DLR East India

The concept of USM’s Container City is concerned with recycling and using redundant freight containers as the basic unit for mixed-use development (including live/work units). The site is at Trinity Buoy Wharf where the River Lea enters the Thames. Trinity Buoy Wharf was, until closure in 1988, the principal workshop of Trinity House, which was the body responsible for repairing lighthouses and lightships.

Three phases of container based construction have now been completed and the listed buildings on the site refurbished. The first two phases by Nicholas Lacey were finished in 1999–2000 and the third by ABK – The Riverside Building – in 2005. The typical container is 6 m long by 2.5 m square. They are made of Corten steel, which is able to resist the effects of sea water. They are adaptable and transportable and can be purchased cheaply. Foundations are minimal. This enables USM to rent out the space at low cost. The process of creating the housing is unconventional. The containers are adapted as required by potential users – units can be opened up and joined together and window openings put as

necessary. This is determined with the architect through dialogue. They are piled up on each other in two and three storeys – the main contribution of the architects, through resolving site layout, access to dwellings, etc, being to “infuse a compositional and spatial order” (Fig. 2.107).

Description based on article by Kenneth Powell in *AJ*, 25/6/06, pp. 28–37.

Abbotts Wharf, Stainsby Road, E14

2005. *Jestico + Whiles, U. Bromley by Bow;*
DLR All Saints, Limehouse

This project was a joint venture between an affordable housing provider – East Thames Housing Group – and a private developer – Telford Homes who also acted as contractor. The scheme comprises 201 mixed-tenure apartments in four blocks on a triangular site around a new mooring basin off the Limehouse Cut. The blocks range in height from five to thirteen storeys. They are white rendered with an array of different coloured panels and generous glass and steel balconies (Fig. 2.108). From the higher floors, there are superb views of Canary Wharf and London around.

Half the dwellings were for private sale, 70 for shared ownership and 30 for affordable rent. There are commercial units in the ground floor around the new moorings. It is not possible to distinguish where the different tenures are located with the exception that the 7 m long glass balustrade balconies on the 13-storey tower mark dwellings for sale because they would not have been affordable within the grant limits for rental housing.

Ground floor apartments are raised on plinths 1 m above street level to provide privacy. The level difference of 1.8 m between Stainsby Street and the towpath along the cut



Figure 2.107 Container City, Trinity Buoy Wharf.



Figure 2.108 Abbot's Wharf: elegant high-rise mixed-tenure housing.

made it possible to accommodate underground car parking for 86 spaces and cycle racks. The Environment Agency's statutory flood defense level was some 850 mm above the towpath; so it was necessary to create two levels of public space around the moorings – the towpath route around the basin and the space belonging to the housing. The hard landscaping and planting is robustly designed to a very high standard.

AT 168, 5/06, pp. 36–39; AJ: NHBDA Report 07/2006, p. 40; Housing Design Awards 2006 Publication, pp. 38–41; www.buildingfor-life.org

**Donnybrook Quarter, Parnell Road,
Old Ford, E3**

*2005. Peter Barber Associates.
U. Bow Road*

This brilliant white rendered scheme by Circle Housing 33 comprises 40 dwellings, of which 35 were for sale and 5 were social housing. In addition there were 3 retail units. These are grouped in three north–south terraces



Figure 2.109 Donnybrook Quarter: influences of J.J.P. Oud.

on either side of a 7.5 m (23 ft) wide pedestrian only street that runs through the scheme (Fig. 2.109) and along Parnell Road. The dwellings come tight to the back of footpath and have no front gardens. Entrances are directly off the street.

The basis of the design is a two-bedroom ground floor flat with small private outdoor space at the back. Above is a two-bedroom maisonette with its own gated entrance directly off the pavement. This leads to an external staircase and up to a private courtyard running from front to back at first floor level. The majority of each maisonette's glazing is orientated towards this space, whilst French doors at first floor level link the living room and kitchen with the street below. This was aimed at ensuring natural surveillance and a sense of resident ownership of the street. This arrangement of dwellings creates a new form of "notched" terrace of alternating building heights.

The distances between dwellings would likely have been a planning problem in the past and the white image is very distinctive. But what do residents think of it? Most were consulted over the design and see it as "Mediterranean" whilst architect Peter Barber says "it has more northerly precursors in the early twentieth century work of J.J.P. Oude in Rotterdam and Adolf Loos in Vienna" [1].

[1] *B*, 24/2/06, pp. 26–27; *BD*, 24/2/06, pp. 12–15; *AJ*, 22/6/06, p. 31; *AT*, 4/02, pp. 34–35.

WALTHAM FOREST

20b Bistern avenue, E17
1990. Wickham and Associates.
R. Wood Street, Walthamstow

This scheme of 6 three-storey local authority flats is quite unexpected for such a quiet



Figure 2.110 20b Bistern Avenue: circular balconies mark the entrance.

secluded site. The design echoes the Modern Movement, but unlike the white buildings of the 1930s, the building is painted in dramatic colours, with terracotta walls and blue stairwells, which work well in the street scene. Large trees have been retained in front of the flats, almost touching the balconies in places. The flats are on either side of a central covered stairwell in which the rhythm of the circular corner balconies is repeated. The solution is

highly imaginative whilst fitting well into its traditional surroundings (Fig. 2.110).

AR, 10/90, pp. 59–63; *RIBA*J, 12/91, p. 35; B, 11/91 (Housing Design Awards), pp. 38–39.

WANDSWORTH

Cottage Estate Roehampton, Dover House Road, SW15

1922. LCC Architects Department.
R. Barnes

Roehampton is most noted for the 1950s Alton Estate (pp. 147–149) but close to it is an LCC cottage estate of some historical significance built as part of the “Homes fit for heroes” programme. The estate developed quickly and as a result it set the standard for new inter-war LCC housing.

The layout placed the houses on either side of tree-lined streets and around greens (Fig. 2.111). Land at the back and between blocks was designated for allotments. The layout achieved a density of 15.8 dwellings per acre (39 dw/ha). As this was higher than the Tudor Walters’ maximum special permission had to be sought from the government. Culs-de-sac were not used for fear that they would cause the housing to degenerate into slums. The appearance of the houses followed the example of Hampstead Garden Suburb. In the early stages, the architects used good quality materials, including clay tiles, and inventive detailing – arches, string-courses, decorative brickwork, etc. Regrettably after the government housing cuts of 1921, these could no longer be afforded which reduced the quality of the later phases.

Swenerton, M., *Homes Fit for Heroes*, pp. 162, 181.



Figure 2.111 Cottage Estate, Roehampton.

**Alton Estate, Roehampton, SW15.
(East) Portsmouth Road, (West)
Roehampton Lane**

*LCC Architects' Department – Alton East
1952–1955 (including Oliver Cox, A.W.
Cleeve Barr and Rosemary Stjernstedt
under Robert Matthew); Alton West
1954–1963 (Bill Howell and Colin Lucas).
Elderly people's bungalows 1955–1958.
R. Barnes*

In the late 1940s and 1950s London was experiencing an acute housing crisis and an urgent need for new housing. The LCC championed mixed-development and its most ambitious schemes were at Roehampton using a range of houses and flats to suit all ages and household size.

The different design of the two phases, East and West, reflected the liberal attitude

of the Architect to the Council, Leslie Martin, who allowed teams to develop a personal style. **Alton East** contained 744 dwellings on an 11 hectare (28 acre) site. The dwellings included 10 eleven-storey blocks mixed with four-storey maisonettes and two-storey houses. The site was formerly gardens to a number of Victorian houses and in order to preserve the mature trees, buildings were placed on the footprint of the former villas. The tower blocks were clad in cream bricks (Fig. 2.112), which contrasted with the red brick, pitched roofed houses and maisonettes set on the slopes below. The design was the product of a highly sociable approach to housing which owed its inspiration to 1940s Swedish design.

The later **Alton West** phase is a larger development comprising 1,867 dwellings on a



Figure 2.112 Alton East tower blocks influenced by Swedish design.

site of nearly 40 hectares (100 acres) overlooking Richmond Park. The scheme comprises a mixture of 12-storey point blocks, five- to six-storey slab blocks, maisonettes, terraced housing and bungalows (Fig. 1.6 + cover). The influence of Le Corbusier is easy to see. The five large slab blocks set picturesquely into the slopes of the site are clear descendants of the Unite d'Habitation at Marseilles. Most significant was the use of pre-cast elements that set the agenda for system building in Britain for the next 15 years.

In total contrast are **two groups of bungalows** for elderly people at **Minstead Gardens** and **Danebury Avenue**. These were important to the formula for mixed development in the 1950s and they nestle quietly amongst the trees virtually untouched and complete with flat roofs and chimneys stacks (Fig. 2.113).

The 10 tower blocks in Alton East have been listed Grade II, whilst the five slab blocks in Alton West and the two groups of bungalows are Grade II*.

AR, 1/54, pp. 52–57; AR, 7/59, pp. 21–35; AJ, 30/3/77, pp. 594–603; Scoffham, E.R., *The Shape of British Housing*, pp. 64–70; EH, p. 5.

Montevetro, Battersea Church Road, SW11

1999. Richard Rogers Partnership and Hurley Robertson Associates. U. Fulham Broadway

Montevetro stands on a prominent bend of the River Thames next to the Grade I listed St Mary's Church (Fig. 2.114). The building is aligned north–south diagonally across the site, allowing for the creation of a new public park and riverside walk from which there are splendid views across the river to Chelsea. The



Figure 2.113 Alton West: charming bungalows unaltered since the 1950s.

apartments are grouped around four lift and stair towers into five blocks that slope down from 20 storeys at the north end of the building to four at the south end. The 103 apartments are mainly two-bedroom flats but with some one- and three-bedroom flats and two-storey penthouses in the space beneath the sloping roof. All living rooms and kitchens face west and overlook the river with bedrooms on the eastern side. There is a two-storey leisure centre/security building and 170 parking spaces located in a single floor of underground parking and a single-storey structure behind the leisure centre.



Figure 2.114 Montevetro by Richard Rogers.

Montevetro is a building of its time and it fits the location. It particularly enhances the setting for the church. Writing about the project in 2000, Richard Rogers commented, “Montevetro is the right scale for the Thames, which is a big river. Too many opportunities have been lost in London and elsewhere, because we are afraid to learn from the past. When Wren rebuilt St Paul’s, he didn’t replicate the old cathedral but designed something of its own day” [1].

[1] *AT*, 4/2000, pp. 50–59.

WESTMINSTER

Churchill Gardens Estate, Grosvenor Road, Lupus Street and Claverton Street, SW1

1949. Powell and Moya. U. Pimlico

Churchill Gardens provided much early post-Second World War experience of high-density housing. Under the guidance of its Town Clerk, Mr. Parker Morris, Westminster City Council in 1946 promoted an architectural competition, which was won by Philip Powell and Hidalgo Moya. The site was an

area of obsolete terraced houses badly damaged by the wartime bombing. The brief called for high-density housing appropriate to the site, which resulted in the construction of 1,661 flats and houses.

The design rejected the traditional form of the Pimlico streets in favour of the European modernist thinking of seven- to nine-storey blocks of flats set in green space at right angles to the River Thames (Fig. 2.115). Many of the flats were wide frontage to be light and airy. The north–south axial arrangement maximised sunlight penetration, a principle first developed by Walter Gropius for his 1930s Seimensstadt Housing in Berlin. Four-storey blocks of flats built between the rows of higher blocks created a series of courts in which there were trees, lawns, gardens and children’s play areas. Along the frontage of Grosvenor Road were two terraces of three-storey town houses.

The buildings are concrete frame structures clad in yellow brick and with glazed staircases and distinctive rooflines. Originally the walls of the recessed balconies were painted with bright colours in the theme of Le Corbusier’s Unité. A district heating scheme took surplus



Figure 2.115 Powell and Moya's Churchill Gardens Estate.

heat pumped as hot water through a tunnel beneath the river from the Battersea Power Station. It was then stored in a huge circular glazed heat accumulator tower (which can still be seen) before distribution to the blocks.

The first phase of the development won a Festival of Britain Award in 1951 and all of phase 1a (Gilbert, Sullivan, Chaucer, Coleridge, Pepys and Shelley and the accumulator tower) are listed Grade II*. English Heritage comments

that the Gilbert and Sullivan blocks are the most exciting – “The horizontal grid of galleries and balconies is carefully contrasted with the vertical grid of the window mullions, whilst the bands of glazing give a translucent quality to the blocks”. [1]

[1] *EH*, p. 4; *AR*, 9/53, pp. 176–184; Richards, J.M., *An Introduction to Modern Architecture*, p. 160; Scoffham, E.R., *The Shape of British Housing*, p. 56; *AJ*, 4/7/96, pp. 28–58.

26 St James place, SW1

1961. Sir Denys Lasdun & Partners.
U. Green Park

This eight-storey block of luxury flats overlooking Green Park was built on the site of two Georgian houses that had been destroyed during the Second World War. It reflected all the hopes of the new modernist architecture in the early 1960s, here applied for the first time since 1945 to the top end of the private sector housing market. Lasdun's intention in the design "was to produce a building of the time which would, in terms of urban renewal, concern itself with the relationship between buildings of historic interest and modern architecture" [1].

The external architectural treatment is a direct expression of the internal spatial organisation, including the split levels and extra high living rooms (Fig. 2.116). The structure is reinforced concrete clad with Baveno grey granite with white vitreous mosaic on the soffits. The internal levels are expressed externally by the bands of granite. The penthouse is set back behind a terrace and has a cantilevered roof slab over. The deep overhanging balconies, with thin metal balustrade, have a functional purpose in shading interiors from the summer sun.

The prominent architectural writer of the time, Ian Nairn, considered it "a triumphant justification of putting completely modern buildings right next to the eighteenth century. It is a real tour-de-force and only a few British Architects could have brought it off" [2]. The building is now listed Grade II*.

[1] AD, 11/61, pp. 510–517; *ibid.*, p. 511;

[2] AJ, 29/6/61, p. 968; AJ, 15/1/64, p. 153; RIBA J, 7/61, pp. 355–361; Jones, E., and Woodward, C., *A Guide to the Architecture of London*, 1992, p. 256.



Figure 2.116 26 St James Place: landmark design by Denys Lasdun.

125 Park Road, NW1

1970. Farrell Grimshaw Partnership.
U. St John's Wood/
Baker Street

This 11-storey tower was designed in the "high-tec" fashion of the mid-1960s [1]. It was built by the Mercury Housing Association, which was a co-ownership society with one-third of its finances for development coming from the Housing Corporation and two-thirds from a Building Society. It was Farrell and Grimshaw's first major new building.

The stringent funding from the Housing Corporation determined a minimal approach. Each floor has 2 one-bedroom and 2 two-bedroom flats and there are 4 one-bedroom penthouse flats and a caretaker's flat. The

square floor plan was based on the simple idea of building around a single central core containing one internal staircase and ventilated by a shaft. There were no structural walls between the core and the perimeter walls, merely columns, which maximised the amount of windows for habitable rooms and offered flexibility in the division of internal space. This concept was further emphasised by the continuous glazing and banding of corrugated anodised aluminium sheeting curved on the corners (Fig. 2.117). The building is Grade II* listed.

- [1] Jones, E., and Woodward, C., *A Guide to the Architecture of London*, 1992, p. 101; *AD*, 10/70, pp. 483–490; *AJ*, 20/1/71, pp. 130–133; *AD*, 2/73, pp. 93–94; *Techniques et Architecture*, 4/73, pp. 50–51.

Lillington Gardens, Vauxhall Bridge Road, Pimlico, SW1

1968–1972. Darbourne and Darke.
U. Pimlico

Lillington Street, built by Westminster City Council, brought about a major shift from the Corbusian image of the 1960s to a brick aesthetic within a high-density/low-rise design framework. Its vibrant red brick matched Street's 1861 Church of St James the Less, which overlooks the site (Fig. 2.1). The effect was to influence public sector housing in Britain for the next 10 years. The brief required accommodation for some 2000 people together with sheltered housing for 90 elderly people, two doctors' surgeries, three public houses, 10 shops, a community hall, a public library and a number of ancillary uses. The DOE was anxious to use the first phase of the scheme to set new standards and granted extra funding to achieve the quality of detail and finish.



Figure 2.117 125 Park Road.

The first phase of 350 dwellings at Charlwood Street contains three-, six- and eight-storey blocks laid out around the perimeter of the site. Wings of housing push out into the central space to create a series of lushly planted inter-connecting courts. Access to the dwellings is off decks at two levels. These look on to the courts and continually changed direction, opening out into wider spaces at intervals. The partially covered decks are brick paved and softened with planting on the outer edge. The use of narrow-fronted split-level scissor dwelling plans contributed to a high density but this was also made possible by a low car parking ratio of 0.6 per dwelling. The dwellings were smaller than Parker Morris standards but they had large balconies and a high degree of individuality.

The two later phases lost some of the original quality because of cost constraints. The third phase was characterised by the use of tile hanging on the upper levels and a reduction in height to three and four storeys. This enabled more dwellings to be provided at ground floor level with gardens and a higher provision of car parking was achieved.

Lillington Street received much praise. The Times considered it “an elegant and exciting environment for young and old” [1]. Phases 1 and 2 are Grade II* listed.

Other schemes by Darbourne and Darke are at **Marquess Road, Islington, N1**, 1970. *Essex Road and St Paul's Road, U. Highbury and Islington* and **Aberdeen Park, Islington, N5**. *U. Highbury and Islington. AJ*, 30/7/80, pp. 209–224. The Marquess Road estate suffered acute social problems and a significant part has been redeveloped by PRP Architects. *Design out Crime*, pp. 27–33.

[1] *EH*, p. 3; *AR*, 4/69, pp. 281–286; Sheltered housing: *AR*, 5/70, pp. 360–361; *AR*, 9/70, p. 168; *AJ*, 1/12/76, pp. 1031–1039; *AJ*, 12/1/72, pp. 56–58; *AJ*, 5/11/69, p. 1154.

Odham's Walk, Long Acre, WC2

1979. *GLC Architects Department*.
U. Covent Garden

Odham's Walk was one of the GLC Architects' Department's most successful schemes. It is urban housing at its best that has continued to be popular with its tenants since it was built in 1979. Set in the heart of Covent Garden, the scheme contains 102 dwellings built at a density of 480 persons per hectare (200/acre) (Fig. 2.118).

The buildings are concrete framed clad in a multi-coloured red/brown stock brick, which

is festooned with planting at virtually all levels. The layout reinforces the existing life of the neighbourhood by being built right up to the back edge of the pavement with shops fronting the main streets. Internally, the housing clusters around a series of pedestrian ways and small squares that relate to the wider network of old alleys in the surrounding streets (Fig. 2.119). These spaces are superbly planted. Located in key positions on principal walkways through the site are shops, a surgery and small business premises. Stairs lead to short upper walkways and to individual dwellings with spacious balconies on the floors above.

Car parking was originally provided in the basement but now the demand is so low that only 10 spaces are available for the tenants whilst the rest are used for commercial car parking purposes. New tenants usually settle for not having a car of their own. The scheme received a Housing Design Award in 1983 and was the Historic Winner in the 2007 Awards.

AJ, 29/9/75, p. 887; *AJ*, 8/3/82, pp. 31–46; *BB*, 10/93, pp. 4–9; Housing Design Awards 2007 Publication, pp. 38–43; *B*, 20/7/07, pp. 50–51.

171–201 Lanark Road, W9

1983. *Jeremy and Fenella Dixon*.
U. Maida Vale

These five Maida Vale villas are deceptive in looking like large individual houses whilst in reality they contain 35 starter flats for sale (Fig. 2.120). The scheme was conceived in a very special way. The conditions of the sale of the land set the sales prices to enable the flats to be purchased at a lower price than usual for the area. This presented a challenge to the architect as well as to the developer. Jeremy Dixon therefore designed five separate blocks



Figure 2.118 Odham's Walk: highly popular scheme adjacent Covent Garden.

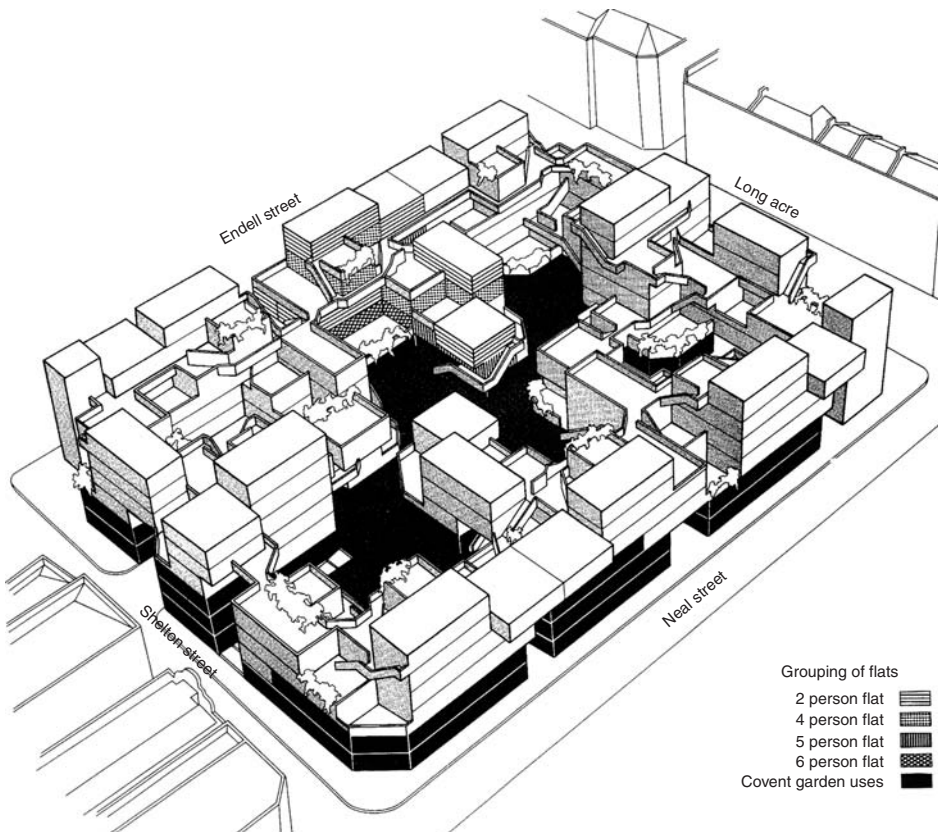


Figure 2.119 Odham's Walk: axonometric showing the distribution of different dwelling types.



Figure 2.120 Lanark Road housing.

that could be built and sold separately; the return from the sale of each villa would then be used to construct the next.

Each villa contains two long, narrow frontage flats on every floor taking up half of the frontage of the gable. The flats were planned to offer considerable flexibility of use dependent upon the family circumstances of the occupants.

AR, 12/83, pp. 54–58.

Ashmill Street, Marleybone, NW1

1984. *Jeremy and Fenella Dixon.*
U. *Edgware Road*

These 14 houses, built above seven basement flats, were designed for the same developer

who built the villas at Lanark Road. They were also designed to be sold at the bottom end of the private market to people on the council housing waiting list. The simple terrace of houses is most elegantly designed with a base of white stucco, red bricks at first floor level and large overhanging eaves above (Fig. 2.121). The facades were cut on each house by a tall, narrow, vertical staircase window to allow a view up and down the street. The steps and railings all relate to the housing design without any hint of copying any architectural style. Instead the design is fresh, imaginative and highly appropriate.

AJ, 2/10/85, pp. 20–23.

**Crown Reach, Grosvenor Road,
Vauxhall, SW1**

1984. *Nicholas Lacey and Partners.*
U. *Pimlico*

This scheme was the subject of an architectural competition in 1977 entered by over 400 architects. It pre-dated the riverside housing that was to follow the establishment of the London Docklands Development Corporation in 1979.

The project developed by the Crown Estates Commissioners (with Wates Developments Ltd.) contained 56 flats and four detached, two- and three-storey houses, a pub/restaurant and light industry. The housing was designed to form two crescents, which Nicholas Lacey considered was a form demanded by the enormous scale of the river and the rigours of nearby, noisy Grosvenor Road. In addition, the crescents shelter two well-planted open spaces that look on to a public riverside walk. The dip in the centre of the terrace was to allow the immediate hinterland to have a view of the river. It provides an excellent view from the



Figure 2.121 Ashmill Street.

Vauxhall Bridge of the church steeple behind (Fig. 2.122).

The flats are clustered around two lift cores and are reached by curving corridors on the roadside of the scheme. The dwelling plans vary considerably with hardly any repeat types. This made it possible for all the dwellings to gain the best possible views up and down the river dependent upon their location in the scheme. All the dwellings have spacious terraces, some of which project over the river. The sculptural play of riverside elevations, clad in rust brown vitreous enamelled steel panels and glazed tiles, contrasts with the more simple curving roadside elevations of brick.

Sunday Times (Colour magazine), 2 April 1977; *AJ*, 6/7/77, pp. 2–4; *Architecture and Urbanism* (Japan), 7/83; *AJ*, 25/9/85, pp. 68–79.

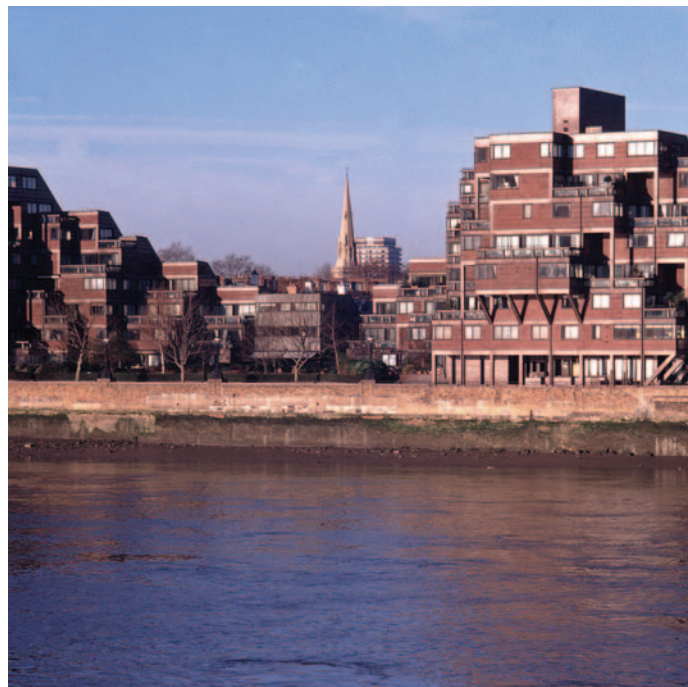


Figure 2.122 Crown Reach: early riverside housing.



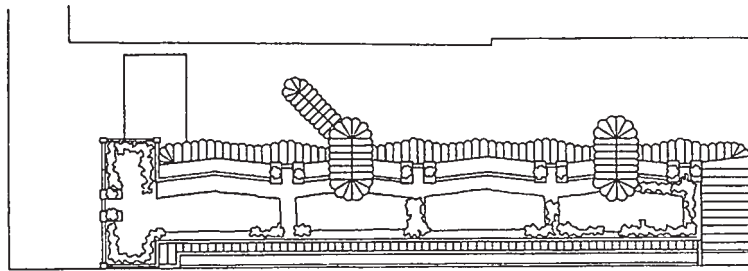
Figure 2.123 Castle Lane extension: “the nicest flats you will ever see”.

Castle Lane, SW1
1993. CGHP Architects.
U. Victoria

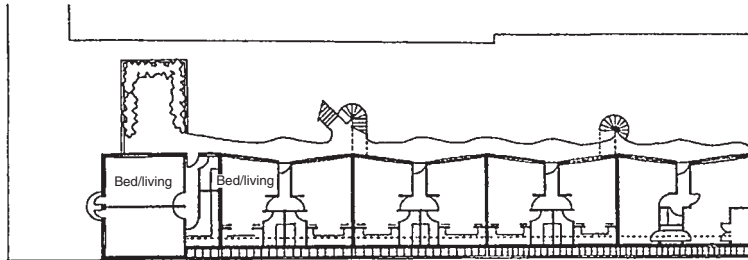
This scheme, designed for the Look Ahead Housing Association, was built on a long, narrow, north-facing site, overlooked from tall buildings around. The constraints that this presented to the design were considerable and it was difficult to persuade the planning authority that anything could be built at all. Yet, despite this, the challenge produced a unique piece of architecture that is “bold, bright, brash, curved, sensuously colourful and exhilarating”*.

In Jonathan Glancey’s words “they are the nicest flats you will ever see” [1] (Fig. 2.123)

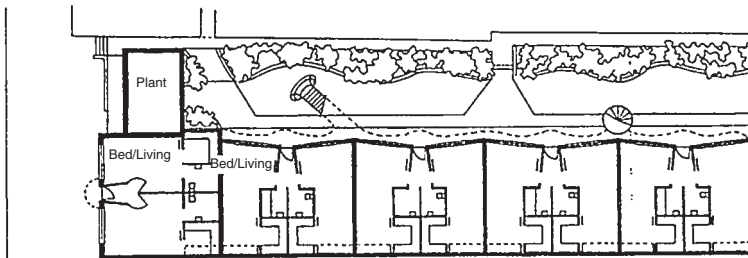
The scheme comprises 20 flats on two floors, occupied by people with physical disabilities and psychiatric problems. Two flats share one front door, which always ensures that the residents have a neighbour on hand. The flat plans incorporate various levels of shared facilities. Some share bathrooms and kitchens, some only kitchens, while other flats consist of two totally self-contained bedsits but always with a shared front door and hall. In this way differing levels of mutual support were incorporated into the plans so that the



Roof garden



First floor plan



Ground floor plan

Figure 2.124 Castle Lane extension: floor plans.

residents could achieve a level of independence by helping each other (Fig. 2.124).

The staircases and glazed canopies all lead to the roof garden – the feature which persuaded the planners to give consent, but no car parking provision was provided.

[1] Glancey, J., “The nicest flats you will ever see”, *The Independent*, 17/11/93, p. 22; *B* (Housing Design Awards), 11/93, pp. 8–9; *B*, 21/1/94, pp. 35–42.



The English Regions

3

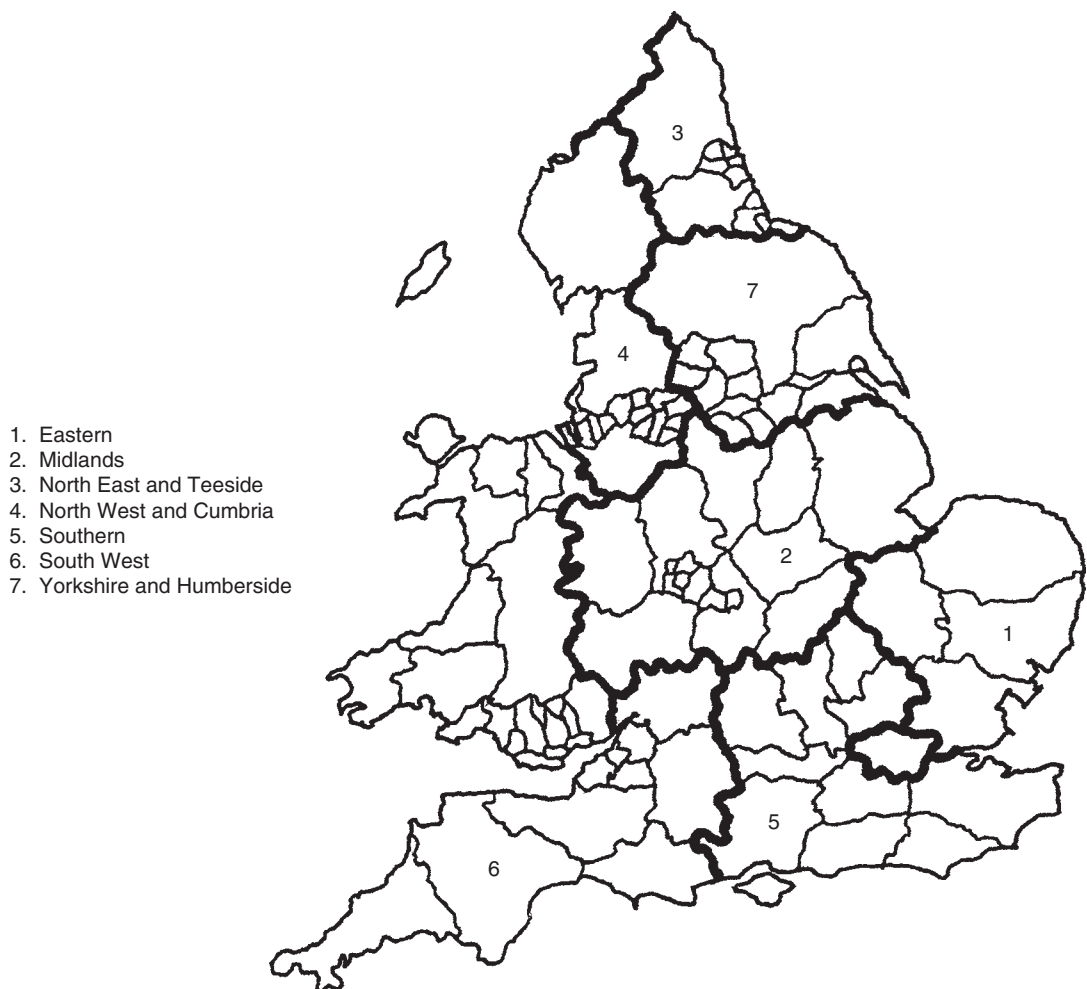


Figure 3.2 The English Regions.

Figure 3.1 The Dutch Quarter, Colchester (p. 171).

Eastern England

CAMBRIDGESHIRE

The Quadrangle, Highsett, Hills Road, Cambridge, CB2

1960. Eric Lyons and Partners. R. Cambridge

This is one of the best works of Eric Lyons and Span Developments Limited, which richly deserves its Grade II listing. It contains three distinctively different groups of housing. The “quad”, which fronts the main road, mirrors the traditional Cambridge college courtyard combining flats, maisonettes and garages (Fig. 3.3). The views through to the rear gardens, though now with semi-open screens and gates, are an important part of the composition.

At pedestrian entry points into the courtyard there are wide garages at ground floor level. The construction is cross wall with concrete floors. The architectural treatment of the buildings, with flat roofs, deep white painted fascia, tile hanging and horizontal bands of windows with an irregular pattern of side casements and pivoted top-lights, set a trend which was to be extensively copied in both private and public sector housing design for many years.

Behind the quad housing is an L-shaped group of simple two-storey terraces of flat-roofed houses with porches. They are designed in typical Span style with panels of brickwork alternating with areas of white painted timber and glass. The third group is three-storey town houses built in a pale yellow brick.



Figure 3.3 Highsett, Cambridge: quad courtyard housing by Eric Lyons and Span.

These face the street, or are built at right angles with footpath access (Fig. 3.4).

EH, p. 10; *AR*, 1/58, pp. 74–75; *AR*, 2/59, pp. 108–120; *The Builder*, 21/1/61, p. 114; *AD*, 5/62, p. 234; *Architect and Building News*, 28/9/60; *Housing Review*, 11–12/60, pp. 186–188; *AJ*, 29/9/65, pp. 4, 10.

Supported housing, Peterborough and District

1970–1980s. *Matthew Robotham & Quinn*

During the 1970s and 1980s Matthew Robotham & Quinn used the East Anglian vernacular in a most imaginative way to produce bright, modern design solutions for a number of supported housing projects. The mixture of roof heights, dormers, low eaves and traditional materials created a village quality. The detailing of the traditional materials,

especially the brickwork and tiling, is particularly outstanding.

Sudbury Court, Stonald Road, Whittlesey, Peterborough, PE7 1977. *R. Peterborough*. This scheme of 32 single-person flats and bungalows for elderly people, a warden's house and a common room, was built in a suburb of Peterborough by the Nene Housing Association. An additional five family houses were included to provide variety and to help overcome any institutional feeling.

AJ, 2/11/79, pp. 1096–1097.

Tuckers Court Sheltered Housing, South Street, Stanground, Peterborough, PE1 1988. *R. Peterborough*. This sheltered housing scheme for elderly people, built by the Minster Housing Association, demonstrates a masterly integration of organisation and elevation, carried through to the smallest detail.



Figure 3.4 Highsett, Cambridge: “timeless” town house design.



Figure 3.5 Tuckers Court sheltered housing for elderly people.

Most flats are accessed off a linear internal street covered by a pitched roof with exposed timber trusses. The upper floor flats have their own staircase, which can accommodate a stairlift. A delightful feature of the corridor is how at intervals it looks out onto small garden courts. The white rendered walls with diagonal and stained wood feature windows and contrasting stained balcony timber, together with the natural clay tiles is a colourful way of relating to the vernacular tradition of the English Fenlands (Fig. 3.5).

B, Housing Design Awards 1989, pp. 50–51; Colquhoun, I., and Fauset, P., *Housing Design, an International Perspective*, pp. 180–183.

Southbrook Field, Church Lane, Papworth Everard, Nr Huntingdon/St Neots, CB3 1987. R. St Neots. Papworth Village Settlement is a charity and housing association whose objectives are the rehabilitation, training, employment and housing of physically handicapped people and their families. Established in the 1920s it has grown into

a thriving community where physically disabled people are fully integrated into the village.

The scheme was designed to offer independence and privacy for 33 people with physical disabilities who may be confined to wheelchairs. The housing is grouped around three courts. Common room, warden's office, kitchen, laundry and guest bedroom are sited centrally (Fig. 3.6). Sixteen carports were provided with covered access to the dwellings through "cloisters". The main dwelling type is a self-contained single-person flat with separate sitting room, bathroom and bedroom.

AR, 1/86, p. 65; *Housing Design: an International Perspective*, pp. 209–210.

Bishop's Walk, Ely CB7

2003. *Hawk and Dove*; Conservation Architect and Urban Planner: Derek Latham Architects

This is a fine example of new housing in a sensitive conservation area that was positively promoted by the local authority. Having purchased the land, East Cambridgeshire District Council

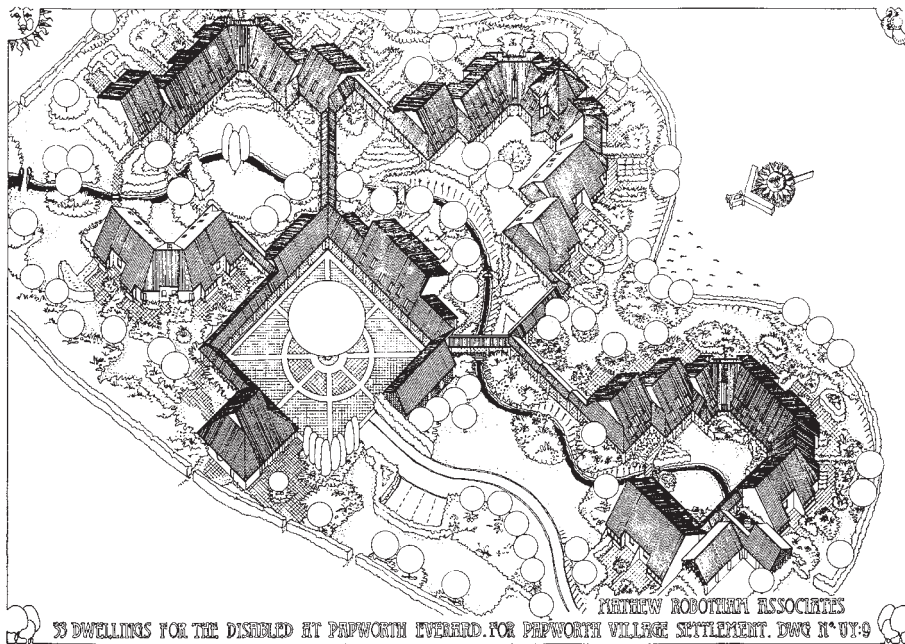


Figure 3.6 Papworth Village Settlement: housing for people with physical disabilities.

appointed architect planner Derek Latham Associates to produce a layout and design guide for a development/design competition and tender. Local residents participated in preparing the design guide through community planning workshops, which resulted in the inclusion of a large park on part of the site.

The scheme, built by Hopkins Homes, comprises 79 dwellings including 50 four-bedroom town houses and 29 one-bedroom flats. Parking is provided at a ratio of 1 space per dwelling. The narrow-fronted houses, some of which are exceptionally large, provide a high-density solution (34 dw/ha – 14 dw/acre). Some have integral garages. The variety of building heights, elevations and materials within each terrace gives each dwelling an individual appearance. There is a wide range of spaces in the layout including a large green, streets and rear parking courts overlooked by apartments at first floor level to increase natural surveillance (Fig. 3.7).

www.buildingforlife.org

Accordia (Phase 1), Brooklands Avenue, Cambridge CB2

Phase 1: 2006; whole project due to finish 2010. Architect and Masterplanner: Fielden Clegg Bradley; Architects: Alison Brooks and Macleanor Lavington; affordable housing (implementation) Dewjoc Architects. R. Cambridge

This is a superb project on a 9.5 hectare (23.5 acre) site that previously accommodated a government office complex. It cut new architectural ground for Cambridge, an academic city more used to “neo-Georgian, Surrey vernacular” than modern innovative design [1]. The masterplan was prepared by Fielden Clegg Bradley for developer, Countryside Properties. This proposed 378 dwellings (166 flats and 212 houses) at a density of 67 dwellings per hectare (27 dw/acre) excluding the large amount of open space in the plan. Thirty per cent of the housing is to be affordable homes for rent and shared ownership.



Figure 3.7 Bishops Walk, Ely: town houses framing a green.

Phase 1 comprises 72 houses for sale and 101 affordable dwellings. Fielden Clegg Bradley brought in two other architectural practices to introduce design variety and a fourth practice developed the design of the affordable housing for the Wherry Housing Association. Aberdeen Avenue, with its attractive belt of trees, forms a central axis to the site. The larger houses and apartments are around the perimeter, enclosing smaller houses and apartments within the site. The housing fronting Brookland Avenue at the entrance has four very distinctive semi-detached houses designed by Alison Brook (Fig. 3.8). These have copper roofs that sweep over a highly glazed family space below. The large four-storey town houses facing the trees with mews studios behind were designed by Macreanor Lavington.



Figure 3.8 Accordia: houses by Alison Brook at the far end.



Figure 3.9 Accordia, Houses with “chimneys” overlook a green space.

There is a variety of terraced house forms across the site but the most notable is the three-storey, three- or four-bedroom type designed by Fielden Clegg Bradley. Each house has an outdoor space at every level. The lowest accommodates gated parking under the house, which provides a sense of openness in the tightly arranged mews streets. Both first and second floors have terraces, and tall chimneys link all three floors at the rear of the house. One of these terraces and chimneys face on to a large green that leads down to the Hobson Brook and a wildlife area (Fig. 3.9). Also overlooking the green is a green oak-frame apartment building with generous balconies designed by Fielden Clegg Bradley and a Victorian House that is now occupied by English Heritage.

The affordable housing has a common link with the sale housing through height, massing and materials. Regrettably it is somewhat tucked away and lacks features that make the sale housing so attractive.

[1] AJ, NHBD Report 7/2006, pp. 8–9, 54–55; BD, 5/5/06, pp. 1, 12–17; AT, 5/06, pp. 40–45; B, 12/5/06, p. 22; RIBA J, 6/06, pp. 32–38;

AJ, 22/6/06, p. 11; AJ, B, 21/7/06, pp. 24–25; B, Regenerate supplement, 9/06, pp. 48–49; www.buildingforlife.org

ESSEX

Crittall Workers Housing, Silver End, Nr Braintree, CM7

1926–1932. R. Braintree/White Notley

The construction of this most remarkable group of housing designed in the art-deco style was the creation by one person, Francis Crittall, whose factory manufactured (and still does in Braintree) metal windows and doors. Started in 1926, his intention was to create a village of the future, which he thought would result in a more productive work force through better living standards. His son, Walter Crittall was the person behind the design. He was influenced by the Bauhaus movement, white modernism, flat roofs and metal windows that looked to the future. The main street of art-deco houses is most impressive (Fig. 3.10).



Figure 3.10 Art deco at Silver End.

In contrast, Francis Crittall's own house in the village was traditional and those of his managers were arts and craft style.

Sadly, the 1960s saw a downturn for the Crittall factory and the village was sold off in 1968, but the memory of what it was, still lingers on. The houses are Grade II listed and are in a conservation area.

Dean, P., *The Perfect Village*, BBC TV series shown 1/9/06.

The Lawns, Mark Hall North, Harlow, CM20

1950. Frederick Gibberd. R. Harlow Mill

This 10-storey block was the first residential high-rise block to be built in Britain. It

was a selected exhibit in the 1951 Festival of Britain and was awarded a Ministry of Health Housing medal in 1952. Almost 50 years later it was Grade II listed together with the attached walls and three-storey terrace on the east side which provided a visual counterpart.

The block contains two bed-sitting rooms with their own kitchen and bathroom, and 2 one-bedroom flats on every floor except for the ground floor, which has four bedsitting rooms. It has a very individual butterfly shape with no right angles. This ensured that living rooms and their balcony would have a southerly aspect. The flat roof contained a roof garden, with shelter against the wind and the rain. The curved patterned red brick walls reflected the Swedish influence upon housing



Figure 3.11 The Lawns, Harlow: Britain's first tower block.

design immediately after the Second World War (Fig. 3.11).

Brook House, Town Square, Basildon New Town, Essex, GU21 (1960). *Anthony Davies, Chief Architect to Basildon Development Corporation.* This is also an early new town tower block – of 14 storeys, which is Grade II listed.

The Lawn: *EH*, *New Town Housing*, p. 6; *AR*, 9/51, pp. 82–84; *MoHLG, Design in Town and Village*, HMSO, 1953, p. 30; *Glendinning M.*, and *Muthesius, S.*, *Tower Block*, p. 54.

Brook House: *AR*, 11/62, pp. 332–335; *AJ*, 10/12/62, pp. 1381–1389.

Town Houses, 3–12 Orchard Croft, 3–12 and 161–5 Mardyke Road, Mark Hall Road, Harlow New Town CM20

1951–1953. *Frederick Gibberd, R. Harlow Mill*

These houses were an important part of Gibberd's urban design concept for the Mark Hall neighbourhood (Fig. 3.12). His plans emphasised the need for a compact and urban type of building (e.g. the town house) around the large green in the centre of the neighbourhood. The houses have integral

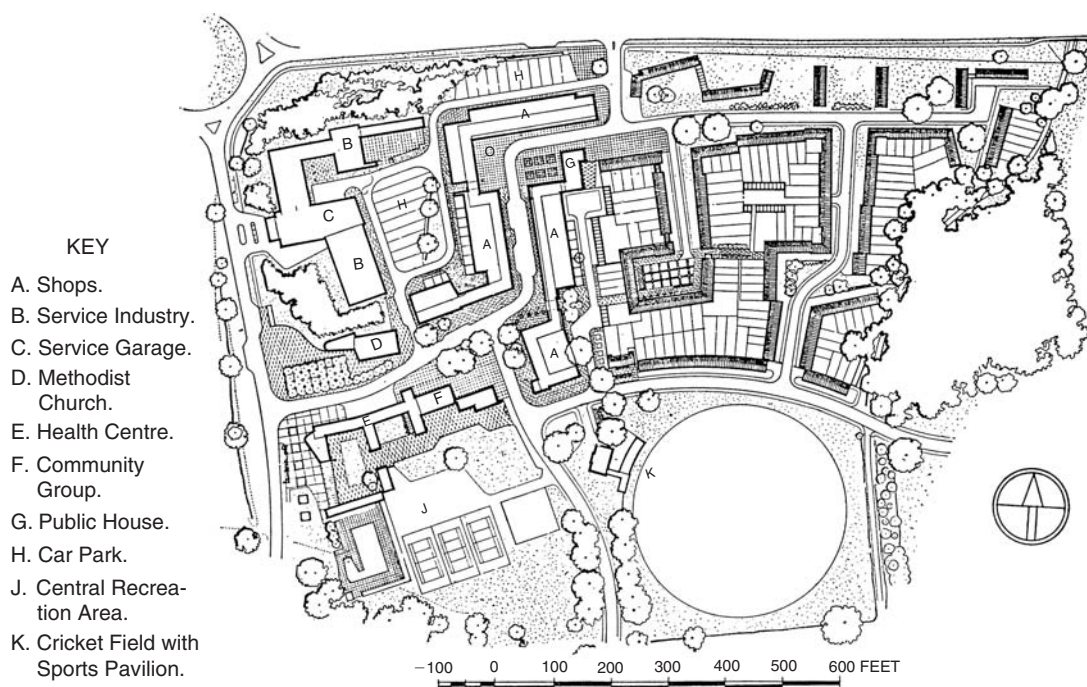


Figure 3.12 Part of Mark Hall neighbourhood, Harlow (from *Design in Town and Village*, HMSO, 1953, p. 30).



Figure 3.13 Town houses overlooking the village green at Mark Hall, Harlow.

garages with living rooms and kitchens at first floor level (Fig. 3.13). The living room windows were emphasised externally with a projecting concrete surround, a motive used by Erno Goldfinger at Willow Road (p. 55).

The scheme won a MoHLG Housing Design Award in 1953. It is Grade II listed.

AR, 5/55, pp. 311–315.

Bishopfield and Charter Cross, Harlow New Town, CM20

1963. Neylan and Unglass, R. Harlow Town

The design of this scheme was based on research into courtyard housing undertaken at Cambridge University by Leslie Martin and Lionel March (pp. 19–20). It was the subject of an architectural competition in 1961 won by Michael Neylan who adopted the L-shaped patio houses as the basis for his design. This form of house had been successfully used by Jorn Utzon in his 1960 Kingohusene estate at Helsingor in Denmark and it was thought to offer a high degree of privacy. At Bishopfield it



Figure 3.14 Bishopfield,
Harlow.

was combined with narrow pedestrian lanes similar to those in traditional Turkish villages – hence the name by which the estate became known – “The Kasbah” (Fig. 3.14).

The brief set three principle design criteria – a density of 20 dwellings per acre (45 dw/ha), 100 per cent car parking and the layout had to take account of the site which was a hill isolated by roads from neighbouring developments. The scheme provided 239 houses, flats and maisonettes. At the top of the hill was the “podium” – a platform beneath which was garaging for cars. Its roof was a pedestrian concourse encircled by a ring of flats. Stepping down the hill were fingers of patio houses, which were separated by wedges of open space.

In its early days Bishopfield was well liked and there was a strong sense of community but this was not to last. Regrettably newcomers did not have the same memory of the early years and the scheme declined as crime and anti social behaviour increased.

AJ, 25/5/61, pp. 765–772; *AJ*, 3/11/71, pp. 967–968; *AR*, 7/66, pp. 39–42.

**Dutch Quarter, West Stockwell Street,
Colchester, CO1**

*1977. Colchester Borough Architects
Department. R. Colchester*

The Dutch Quarter in Colchester received its name from sixteenth century Huguenot refugees. They left behind a tightly knit area of timber framed cottages, pressed close together amongst the winding lanes in the centre of Colchester. In the 1950s, some of these cottages were demolished by the Council but fortunately in the mid-1970s the remaining were renovated and the vacant sites redeveloped with 47 houses and flats for rent.

The layout took its cue from the existing street pattern with the buildings kept close to the back edge of pavement. Development built on the backlands of the site was grouped around landscaped courts connected to the main streets by alleys. The form of the housing reflects the old buildings with projecting upper floors, steeply pitched roofs and white plastered walls (Fig. 3.1). The scheme was

very important to the early promotion of the Essex Design Guide.

AJ, 26/10/77, pp. 780–781.

**Brentwood Place, Sawyers Hall Lane,
Brentwood, CM15**

*1975–1979. David Ruffle Associates.
R. Brentwood*

This scheme of 64 private houses is close to the centre of Brentwood. It was a forerunner of the Essex Design Guide and it is now possible to see the success of the original concepts. The houses are grouped in a series of courts, mews and private drives (Fig. 3.15), with access off a single spine road. The design seeks to reflect the character of a historic Essex townscape, and it employs a wide range of external materials and colours, which have mellowed with time. Groups of houses are linked by garages and screen walls that are covered with overhanging planting.

South Woodham Ferrers, CM3

Started 1973. Masterplan by Essex County Council. R. Woodham Ferrers

South Woodham Ferrers was the first built example of a Country Town. It was planned to have a population of 18,000 and responsibility for its coordination has been entirely in the hands of Essex County Council Planning Department. Over 4,500 houses have now been built together with schools, public houses, churches and other communal facilities together with its town centre. Most controversial is the “period look” of the centre that was implemented in line with the Essex Design Guide principles. Regrettably the centre is beginning to look somewhat tired.

The new housing development gave the planning department and others plenty of



Figure 3.15 Brentwood Place: early Essex Design Guide housing.

opportunity to experiment with the design of roads and footpaths (Fig. 1.16). Most of the housing was for private ownership with only 7 per cent housing association rented housing.

**Abode and Cala Domus, Newhall,
Harlow, CM17**

*Masterplanner: Roger Evans Associates;
Architects: (Abode) Proctor and
Matthews Architects; (Cala Domus) PCKO
Architects. R. Harlow Mill*

Newhall, on the outskirts of Harlow, was the vision of the landowners – to create a 2,800 dwelling development on 81 hectare (200 acre) of former farmland. It was to be “an architect inspired sustainable community” [1], and they commenced the design by superimposing street plans of Florence, Bath and other memorable historic towns onto the site map to see graphically what could be achieved. The completed masterplan gave strict guidelines on design, stating, “pastiche and fake architectural devices will be avoided” [1]. A pallet of materials and colours was developed by a colourist who related them to the natural materials in and



Figure 3.16 Abode: stylish housing in a new neighbourhood at Newhall, Harlow.

around the site. Twenty-five per cent of the housing was to be affordable.

Abode (2003), the second phase of development, contains 82 dwellings ranging in size from single-bedroom apartments to five-bedroom houses of 57 sq.m. (1087 sq.ft.), designed to a density of 43 dwellings per hectare (17 dw/acre). It is tightly knit around spaces, which have a Home Zone feel with a continuous hard surface between the buildings and no separate footpaths. The parking ratio is 1.7 spaces per dwelling plus 15 visitor spaces. These are provided in a mixture of integral garages, open parking beneath dwellings and spaces within the homezones. The elevations are full of colour and treated with a variety of massing, detail, materials and colour (Fig. 3.16).

Cala Domus (2005) is distinctive and colourful with glazed balconies, brickwork, render, pressed metal panels, welsh slate on straight roofs and standing seam zinc on curved roofs. The scheme contains 74 dwellings in a mixture of houses, flats and maisonettes, designed to a density of 38 dwellings per hectare (15 dw/acre). It is grouped along streets and around a large green (Fig. 3.17). Car parking is provided on the basis of 2:1 for houses and 1:1 for apartments. Its highly varied two- and three-storey roofline is capped by the landmark Chase Tower, an apartment block that resembles a windmill except that the blades have been replaced by photovoltaic panels to generate electricity for lighting parts of the building.



Figure 3.17 Cala Domus, Newhall.

AJ, 23/6/05, p. 44; B, 21/4/06, p. 10; *Green Places*, 11/05, p. 8; BD, (Housing supplement), 30/6/06, pp. 17–18; [1] www.buildingforlife.org

Outlook, The Garrison, Campfield Road, Shoeburyness, Southend-on-Sea, SS3

2006. Hawkins Brown. R. Shoeburyness

This impressive housing development demonstrates the quality of design that should be sought in the regeneration of the Thames Gateway, if it is to be successful.

The site is just a short walk from Shoeburyness railway station, from where direct trains run to London. The scheme is approached through former army barracks (closed down in the 1980s) now redeveloped

for housing. It consists of four blocks of 30 two- and three-bedroom high-spec apartments. All the blocks face south-east and enjoy a spectacular view of the Thames Estuary (Fig. 3.18). In his BD article on the design of the scheme Jes Fernie writes that each of the four blocks “was conceived as a mass, cut into in such a way as to break down the facades and play a visual game of shifting planes. The castellated profile is a nod to the history of the site and an attempt by the architects to create a dialogue with the flat horizon it faces” [1]. He also refers to the interest of the architects in sculptor, Jim Partridge’s work in wood, which led them to design the buildings as “a series of storage boxes that had been washed up by the sea” [1].

The buildings are raised on brick plinths and service areas such as stairs and lifts



Figure 3.18 Outlook, Shoeburyness.

are also in brick. Otherwise the composition of timber cladding, glass balconies and large metal windows and doors create highly sculptured sea view elevations. All timber was procured from forestry stewardship certified sources and, where possible, natural and self-finishing materials were used in preference to applied finishes. Car parking is in the plinths and entered at the sides of the buildings.

[1] *BD*, 21/7/06, pp. 12–15; *B*, 16/2/07, p. 84.

NORFOLK

Rural Housing at Ditchingham, near Bungay, NR35, and Loddon, nr Norwich, NR14, South Norfolk

1947–1963. Taylor and Green (Private Transport Essential)

The listing in 1998 of post-war housing by English Heritage drew attention to a number of almost forgotten rural housing developments built from the late 1940s to the early 1960s for the former Loddon Rural District and other Councils in South Norfolk area by

architects Herbert Taylor and David Green. A number of the schemes were illustrated in the early government Housing Manuals published after the Second World War. The housing was widely admired and copied and has remained popular with their tenants.

The schemes were small simple groups of houses and bungalows. At close level they are full of delightful brick pattern work, tiles, wavy bargeboards, white painted windows and a “distinct sense of comfort and place” [1]. Some brickwork is colour-washed; elsewhere it is covered with trellising which has retained its original freshness. Frequently the schemes are dated in decorative brickwork. The use of pantiles and “crinkle-crinkle” walls all came from the architects understanding of the local vernacular. The schemes of most note are:

Windmill Green, Ditchingham (1947–1949, 1965). Simple colour-washed terraces of houses placed around three sides of a green.

Agnes Hood Terrace and Scudamore Place, Ditchingham (1951, 1958–1965). Two groups of housing for elderly people built across the road from each other. The



Figure 3.19 Tayler and Green at Davy Place, Loddon.

earlier scheme is a simple terrace. The later has parallel rows of bungalows linked by crinkle-crankle walls and with a prominently designed corner where there is a day centre and warden's house (Fig. 1.4).

Church Road, Bergh Apton, near Loddon, NR15 (1956). Housing around three sides of a small green built in subtle pink and black colour-washed brickwork with bargeboards and diaper patterns.

Davy Place, High Bungay Road, and Low Bungay Road, Loddon (1963). A small

development of elderly people's bungalows with a day room and a warden's house. It contains fretted bargeboards, bottle ends and contrasting brick patterns (Fig. 3.19).

Housing at **Forge Grove and Kenyon Row, Gillingham, South Norfolk, NR34**. 1955, 1957 by Tayler and Green is also Grade II listed.

[1] Bannister Fletcher, p. 1380; EH, *Something Worth Keeping? Housing and Houses: Rural Housing*, pp. 8–9; AJ, *Masters of Brickwork*, Supplement, 12/12/84, pp. 28–31.



Figure 3.20 Friar's Quay, Norwich.

Friar's Quay, Colegate, Norwich, NR3
Fielden and Mawson
1975. R. Norwich

The potential for attractive urban living in a compact city is no better illustrated than at Friar's Quay in Norwich. The development on a prominent site overlooking the River Wensum and close to the Cathedral, consists of 40 houses (+ nine granny flats), 25 with integral garages. There are 40 additional parking spaces. The houses are in tall three- and four-storey terraces grouped in

a tight high-density urban form (Fig. 3.20). The layout creates a fine sequence of spaces that wind through the scheme to culminate in steps down to the riverside. The landscape reflects traditional features of the locality – notably gravel and raised lawns – all softened by slender silver birch trees and white beam.

All houses have four bedrooms. Nine houses originally contained granny flats on the ground floor but these have been sold as self-contained units. The rear gardens are walled and very private. The steep roof pitch of 55° was chosen to reduce the eaves height



Figure 3.21 Queen Elizabeth Close, Norwich.

without compromising living space. The decision has made a bold but sympathetic contribution to the already dramatic roofscape of the area.

AR, 11/75, pp. 311–315; *Baumeister*, 2/80, pp. 158–161.

**Queen Elizabeth Close, Palace Plain,
Ferry Road, Norwich, NR1**
1973. Fielden and Mawson. R. Norwich

The site of this lovely scheme, in what was once the orchard of the Old Bishop's Palace, is surrounded on three sides by massive random flint walls with sloping tile copings. Within these walls is a sheltered housing scheme for elderly people of great distinction comprising 18 flats, 6 three-person houses and accommodation for a warden. The flats were positioned in a two-storey strip on the north side of the site close up to the existing wall. This made them effectively single aspect, but ensured a superb view of the Cathedral. Most of the houses were located on the east and west sides of the site so that a large open courtyard could be provided

in the centre of the scheme (Fig. 3.21). A single house and the warden's house were located here linked to the flats by a pergola, which breaks the courtyard into two areas. The scheme had to carefully relate to the mediaeval Bishop's Great Gateway which was achieved by linking two of the houses to the existing flint faced Victorian vicarage and creating an arched pedestrian entrance into the courtyard.

The flats are one-bedroom single-person and one-bedroom two-person in size. The smaller flats are placed on top of the larger flats with an access corridor at the rear on the first floor. The relationship between the flats and the old flint wall is extremely well handled. All flats, including those on the first floor, have a raised flowerbed so that the residents can play a part in maintaining the open space. The houses have small courtyard gardens. There is a common laundry/drying room but it was the client's experience that for a scheme of this size neither a common room nor a guest bedroom would be sufficiently used to justify the cost.

AJ, 15/5/74, pp. 1056–1058; AJ, 4/6/75, pp. 1181–1191.



Figure 3.22 Rushbrooke: a new village in the heart of the Suffolk countryside.

SUFFOLK

Estate Cottages, Rushbrooke, Nr Bury St Edmunds, Suffolk IP33

*1952–1955, 1956–1959, 1960–1963.
Llewellyn-Davies Weeks (now Llewelyn
Davies Yeang), R. Bury St Edmunds
(Rushbrooke is to the south-east)
(Private Transport Necessary)*

This little scheme of white-washed brick village housing built by Lord Rothschild, stimulated considerable interest in simple vernacular forms of housing (Fig. 3.22). In the early 1950s, many of the cottages occupied by farm workers were too small and did not lend themselves to conversion. Redevelopment of the village was inevitable. In addition the club run by a local committee, which was a focal part of village life, was also in need of replacement.

The new village was built in three phases. A pilot scheme of 2 two-bedroom houses was built first on vacant land on the edge of the village. The second phase included the demolition and rebuilding of four houses on the north side of the village street and the construction of the village club. The success of the design comes from the continuous linking of the buildings with walls to form enclosure (Fig. 3.23) and the opening out of space between opposite houses. The houses varied in size from one bedroom for a single person to two- and three-bedroom types. The third phase on the south of the village road comprised three-bedroom houses, which completed the scheme. Each house had a storage shed enclosed by the main walls and a large room in the roof intended for further storage or to be used as a children's playroom. The

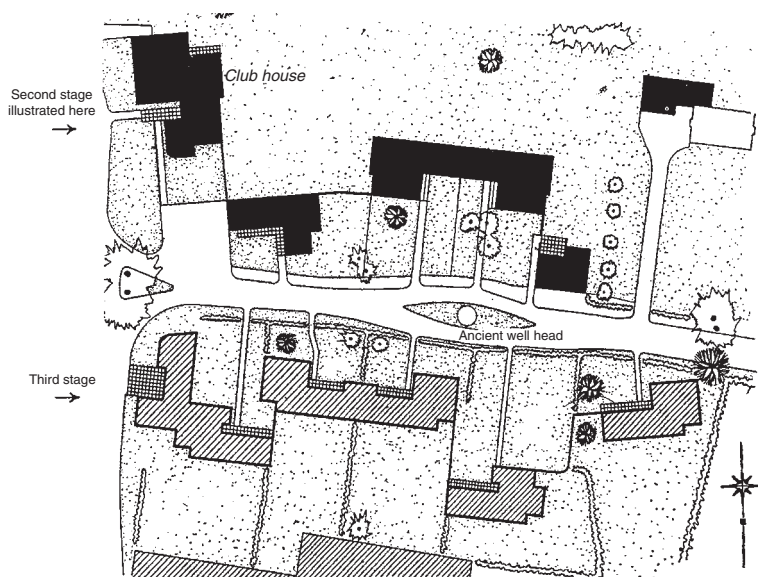


Figure 3.23 Rushbrooke: site layout plan of Phases 2 and 3 of the redevelopment (plan by Llewelyn-Davies Weeks, redrawn with approval from AR, 2/60, p. 118–120).

original distinctive two rail timber fencing has been replaced with hedging but otherwise the scheme remains unchanged.

EH, p. 8; *AR*, 8/57, pp. 99–102; *AR*, 2/60, pp. 118–120.

Martlesham Village, Nr Ipswich, IP5

Masterplan + housing, Clifford Culpin & Partners. Housing. 1982–1988. Fielden & Mawson. R. Woodbridge (via Ipswich)

The village was planned in the early 1970s to be a balanced community of approximately 1,000 dwellings. The principal elements of the masterplan were 12 “hamlets” clustered around the village green or set in the landscape and existing woodland. These vary in size from fewer than 60 to over 100 houses. A primary footpath network runs through the open space providing almost traffic free routes to the village centre from the outer hamlets. The village has its own primary and secondary schools, sheltered housing for

elderly people, a shopping centre with a community building and a public house named after Douglas Bader, the Second World War RAF pilot, who flew from the airfield once on the site.

The client’s brief for the housing called for a high degree of individuality – “coherent chaos” – through the use of different bricks, colour-wash, roof tiles, various porch detailing, chimneys, etc. Amongst the last of the hamlets to be developed in the early 1980s were two in the south of the village designed by Fielden and Mawson (Heathfield and York Road/Lancaster Drive). Both focus on a village green. At Heathfield (Fig. 3.24) the green is larger and the housing around it is in terraced form with the car parking at the front hidden from view by timber palisade fencing. The design of the housing attempted to reflect the essential qualities and character of the traditional Suffolk village.

BB, 5/77, pp. 3–8; *AJ*, 5/9/79, pp. 485–503; *BD*, 9/3/84, pp. 14–15; *RIBA J*, 8/88, pp. 42–45; *B*, 25/11/88, pp. 43–54.



Figure 3.24 Martlesham Heath: housing overlooking the green in the Heathfield hamlet.

The Midlands

BIRMINGHAM

Post-war Prefabs, 394–427 Wake Green Road, B13

*1945. Birmingham City Council. R.
Birmingham Small Heath*

The temporary emergency housing manufactured in redundant aircraft factories between 1944 and 1948 proved to be of exceptional value (pp. 7–8). Around a dozen different types were developed and they were expected to last for around 20 years. This little group of 16 prefabs in Birmingham is of the “Phoenix” variety (Fig. 3.26). They demonstrate the quality of achievement at such a difficult time in history and now they are Grade II listed.

Ravetz, A., *The Place of Home*, pp. 96–98; *EH*, p. 4.

Enveloping of Pre-1919 Housing, Balsall Heath, B5/B12 and other locations

*1978–1990. Birmingham City Architects’
Department*

In 1978 Birmingham City Council embarked on a most ambitious programme to improve the fabric of its pre-1919 bylaw street housing. By 1981, the Council had enveloped 1700 dwellings and the programme continued at a high level until the introduction of means testing in the 1989 Local Government and Housing Act. Whilst there was a tendency for enveloping to over-unify the appearance of the housing, it nevertheless gave a huge



Figure 3.25 New housing at Brindleyplace, Birmingham (p. 183).



Figure 3.26 Post-war prefabs, Birmingham: to many they were “little palaces”.



Figure 3.27 Enveloping of pre-1919 terraced housing in Birmingham.

environmental uplift to many parts of the inner city in Birmingham (Fig. 3.27). The programme proved that enveloping costs less than clearance and redevelopment and it avoids unsettling the community. It therefore made economic and social sense as well as being good for the physical environment.

Goodchild, B. *Housing and the Urban Environment*, Blackwell Science, 1997, pp. 158–161.

Brindley Place Urban Regeneration, Birmingham B16

*Various Architects and Designers.
R. Birmingham New Street*

Brindley Place was part of Birmingham City Council's drive to regenerate the central area and bring international status to the city. It was close to the new International

Convention Centre, Symphony Hall and other city centre public buildings and spaces and it became the first mixed-use, canal-side development of its type in the United Kingdom with offices, housing, shops, cultural facilities, restaurants, cafes and public spaces. The housing was located to overlook part of Birmingham's extensive canal system (see Fig. 3.25 on page 182) and the opportunity for people to live in the city centre proved highly popular.

AT, 11/99, pp. 40–41.

**CASPAR I, 100 Charlotte Street,
Birmingham B3**

1999. *Alford Hall Monaghan Morris.
R. Birmingham Snow Hill*

The concept of CASPAR (City-Centre Apartments for single people at Affordable Rents) was developed by the Joseph Rowntree Foundation (JRF) in the late 1990s and early 2000s. It reflected a concern for the declining inner cities and the growing need for affordable housing for young single people and couples close to the city centre workplace. The site at Charlotte Street was ideal for this purpose. It backs on to the Birmingham and Fazeley Canal which can be seen from all the new apartments.

The design comprised two parallel four-storey blocks of flats on either side of an atrium glazed at each end with what appears to be a floating roof above. The atrium is criss-crossed by stairs and angle steel bridges giving access at the various levels to the flats. The front entrance to the atrium is on Charlotte Street (Fig. 3.28) and secure car parking is located below the building and accessed at the rear, but if a resident has no car, a rent rebate is granted.

Despite JRF insisting on the flats costing less than £50,000 each (without subsidy) they

were larger than normal practice (c. 50 sq.m.). This accommodated the lifetime homes requirement of the brief for easy adaptation for disability or old age. Each flat has a hall, living/dining room and bedroom and most have balconies. Most face into the courtyard on one side and the street and canal on the other and benefit from thorough light and ventilation.

AT, 4/2000, pp. 22–31.

**Castle Vale Housing Action Trust,
High Street, Tangmere Drive,
Farnborough Road, Abingdon Way,
Watton Green, B35**

1993–2005. *Masterplan: Hunt Thompson
Associates. R. Birmingham New Street
(No. 67 bus from Corporation Street)*

The Castle Vale Estate was built between 1964 and 1969 on 200 hectares (600 acres) of land on the north-east edge of Birmingham near the junction of the M6 and M42 motorways. It was Birmingham's biggest post-war estate with almost 20,000 people in 5,000 dwellings plus two shopping centres, schools, churches and other social and community facilities. The housing comprised 34 tower blocks plus maisonettes and low-rise housing. Almost 1,500 dwellings had been purchased by their owners under the right-to-buy legislation introduced after 1979. From the 1970s, social and economic decline set in with unemployment at 26 per cent. Crime levels, vandalism and anti social behaviour grew, which was aggravated by physical and design problems with the housing.

The Housing Action Trust (HAT) was set up in 1993 following a ballot of the tenants in which there was 93 percent support. Since then the regeneration has resulted in the demolition of 2,200 dwellings, including all of the tower blocks except two which were too close to existing schools. One of these was converted into vertical sheltered



Figure 3.28 Caspar 1, Birmingham: affordable housing for young people.

housing for elderly people and the other into housing for young homeless people; 1,500 new dwellings were built and 1,333 houses improved. A large new central park was created. The old shopping centres were demolished and replaced with new shops at High Street with a library and offices for the Community Housing Association and a new Sainsbury's supermarket. The new housing around Abingdon Way is a mixture of 2–4 storeys built in brick, whilst the later housing on Farnborough Road is rendered in a variety of primary colours giving it a bright modernist feel (Fig. 3.29). Eleven experimental eco houses were built on Watton Green, off Tangmere Drive.

The regeneration of the estate was accompanied by economic and social regeneration initiatives including job creation, training opportunities and raising the education attainment level. The HAT was wound up in 2003 but its work is being continued by the resident-led Castle Vale Community Housing Association. There is a development trust running community enterprises, a credit union, an environmental trust, a community care partnership and a community radio station. A residents' satisfaction survey undertaken in 2005 indicated that there were still problems, particularly from low income, but residents felt that crime and vandalism had reduced as a result of the new development.



Figure 3.29 Castle Vale HAT, colourful housing at Farnborough Road.

Information from the Castle Vale Community Housing Association; Monument, A., *No longer Notorious. The Revival of Castle Vale* (2005) Castle Vale Community Housing Association; R&R, 7/10/05, pp. 22–23.

Park Central, Bath Row, Birmingham, B15

*Zone 1 2005; whole development 2013.
Gardiner Stewart Architects.
R. Birmingham Five Ways*

In 1999, the majority of Birmingham's council tenants voted against the transfer of their housing to an alternative landlord. However, the tenants of what was then the Lee Bank estate demanded that their 2,800 dwelling estate, built in the 1960s, be modernised even if this meant a transfer. Their housing was eventually transferred to a charitable social landlord specially established for the estate – the Optima Community Association (OCA). Funded by a £50 million grant from the Estate Renewal Challenge Fund and nearly £300 million of loans and investment from the private

sector, OCA embarked on one of the country's largest physical and socio-economic regeneration programmes, and in 1992, Crest Nicholson became a Development Partner.

The masterplan proposed replacing 1,350 dwellings with 1,670 new properties and refurbishing 1,200 flats in tower blocks. Key principles of the plan were:

- Radical estate renewal to create sustainable mixed-tenure, mixed-use community. New housing to include social, shared ownership and private for sale housing distributed so that the different tenures were not evident. Existing tenants could choose to live near former neighbours as long as they select a suitably sized dwelling.
- A high-quality park in the centre of the development.
- Commercial development to include offices, a hotel, large super market and corner shops.
- Uplift in sales values to be put into improving product and environment.
- Team working and innovation following the Egan principles of partnering.



Figure 3.30 Park Central, Birmingham.

- An extensive socio-economic programme to train and support the existing and new community and create new long-term employment through the commercial development.

The housing was designed to an average density of 155 dwellings per hectare (63 dw/acre), which was considered appropriate for a site so close to the city centre. The layout of streets is permeable (Fig. 3.30) and car parking was provided on a 60 per cent basis for apartments and 100 per cent for houses. Some mews housing has integral garages. The distinctive red and blue brickwork evolved from a study of Birmingham's urban terraces and warehouses. The housing has an eco rating of "very good" and carbon emission of two and a half times lower than schemes running on electricity. The development will be connected to combined heat and power at a later phase of the development and will be completed in 2013 with a 22-storey eco tower.

B, 10/3/06, pp. 52–57; *Property Week*, 23/7/04, pp. 72–73; *B*, *Regenerate* (Supplement) – Regeneration Awards 2005, pp. 25, 45; *B*, (Supplement): 2006 Regeneration Awards, p. 19, 35; *Regenerate*, 2/07, p. 27; www.buildingforlife.org

NORTHAMPTONSHIRE

Sustainable suburb (site B): Upton, Northampton, NN5

2006. Masterplan EDAW and the Prince's Foundation. Architects: Lead project designer: Working Group (Ben Pentreath); Architects: Cusato Associates and others. R. Northampton (1.8 miles distance)

Upton is part of the large urban expansion planned for south-west Northampton, which in turn, is part of the Milton Keynes–South Midlands growth area. English Partnerships

proposes that the 43 hectare (107 acres) greenfield site will accommodate more than 7,000 dwellings (22 per cent of which will be affordable) with schools, shops, medical centre and other community facilities. The development is intended to be an exemplar of sustainable urban growth and energy efficient dwellings. The masterplan was developed through an Enquiry by Design process run by the Princes Foundation. This produced a set of design codes, which favoured a clear permeable structure of roads, footpaths and open spaces, a mix of uses and the inclusion of landmark buildings.

Site B (off the A45 – Upton Way) comprises 204 dwellings (Fig. 3.31). The design is based on large courtyard forms with a permeable layout of streets and mews which are predominately hard paved between the fronts

of dwellings. Car parking is on streets and mews but mainly in the courtyards. The dwellings are of traditional appearance to relate to the Northampton vernacular and the towns and villages around.

The brief imposed a requirement that the development should be designed to the BREEAM Eco Homes standard of “Excellent” and a National Homes Energy Rating of 10. This was achieved through a number of measures:

- Orientation/design of dwellings.
- Minimising car dependency – public transport was in place from the outset.
- Photovoltaic roof tiles which can generate up to 50 per cent of the demand for electricity.
- Solar water heating which can generate up to 70 per cent of the hot water needs.



Figure 3.31 New sustainable community at Upton, Northampton.

- Rainwater harvesting which saves up to 40 per cent of all household water.
- Grass roofs which can absorb 70–90 per cent rainfall.

AT, 5/06, pp. 76–80; R&R, 21/10/05, pp. 20–33; R&R, 9/07, p. 35.

NOTTINGHAM

Earth Sheltered Housing, Hockerton, Nr. Newark, Nottinghamshire, LN6.

1998. Newark and Sherwood District Council and Robert and Brenda Vale. R. Newark.

These five houses were Britain's first earth sheltered, autonomous ecological housing, demonstrating the possibility of self-sufficient housing, with nil requirement for space heating and zero emission of carbon dioxide.

They were constructed by a self-build co-operative and designed as a south-facing terrace, covered with 500 tons of earth (Fig. 3.32). Behind the open plan conservatory and entrance are the living, sleeping and kitchen areas, with bathrooms, study areas and storage space at the back.

The design maximised the use of local materials and the requirements of self-build construction. The pre-cast concrete beam-and-block roof is topped by 300 mm expanded polystyrene insulation, as well as 400 mm layer of earth. The high level of insulation results in the houses requiring only minimal heating. Energy is self-generated by a wind turbine and photovoltaic cells, which also serves mechanical ventilation. Water for drinking is collected from the conservatory roofs and filtered through sand and ultraviolet units. Grey water is harvested from land



Figure 3.32 Hockerton earth sheltered housing (photo: copyright of Hockerton Housing project).

drainage, nearby workshop roofs and the access road, and sand filtered. A septic tank and reed-bed deal with black waste, discharging it into the aquaculture lake. Compost toilets are installed and waste is recycled on the site. The proposals also included for the co-operative to grow its own food on the 10 hectare (24 acre) site, which is large enough to achieve total self-sufficiency. The glass front opens onto a large lake containing fish and a reed-bed system that feeds into it at one end.

B, ECOTech, No. 1, 3/02, p. 40; www.hockertonhousingproject.org.uk

Castle Boulevard, Nottingham, NG7

*2005. Letts Wheeler, R.
Nottingham*

This is a fine street housing scheme of 38 apartments on a site, which lies at the foot of a large escarpment that formed part of the original defenses of Nottingham Castle. The design brief required the protection of the caves and making them publicly accessible, preserving the view of them from the

Boulevard and creating an appropriate setting for the monument.

To achieve these aims the housing is in the form of six large “villas” which are in scale with nearby Victorian housing. These are built close up to the back edge of the footpath to provide space at the rear, and in between are three large courtyards through which it is possible to see the caves. The street façade has a strong rhythm of brickwork and double-height glazed bays (Fig. 3.33). The three central blocks are linked by recessed transparent stairwells that also allow views through to the escarpment behind. In addition a larger gap in the frontage opens up a dramatic pedestrian entrance to the site, set below a glazed bridge. The side and rear elevations were designed to give good views of the escarpment from inside the apartments.

The dwellings are a mixture of one- to three-bedroom apartments with the living area of the two-level upper apartments set within the roof. Eight of the apartments are live/work spaces.

AT, 5/05, pp. 70–75; B, 11/11/05, pp. 4–5.



Figure 3.33 Urban housing, Castle Boulevard, Nottingham.



Figure 3.34 The Byker Wall, Newcastle upon Tyne. (p.194).

North-east England

GATESHEAD

Staiths South Bank, Tyne Bank, off Team Street, Gateshead, NE8 2LS

Phase 1: 2005; whole project: 2010.

Masterplanner and Designer:

Hemingway Design; Masterplanner and

Architect: IDP Architects (Formerly Ian

Darby Partnership); Masterplanner and

Landscape Architect: Glen Kemp.

R. Newcastle Centra/Dunston

When Wayne and Gerardine Hemingway criticised the “Wimpeyfication” and “Barrattification” of Britain, housebuilder George Wimpey invited them to work alongside architects Ian Darby Associates to produce a masterplan and housing designs for a site that in 1990 had been part of the Gateshead Garden Festival. The outcome was a most original design that offers a new approach to the traditional practices of the

volume house builders (Fig. 3.35). The project will eventually comprise around 700 dwellings. Phase 1 contains 158 dwellings for affordable market sale on a 3.4 hectare (8.5 acre) site. It has a wide range of house types including “Tyne” flats with individual staircase access to apartments on the first floor.

The housing is laid out in small clusters of around 20 dwellings on three sides of communal landscaped gardens (Fig. 3.36) which have brick barbecues, children’s play areas, outdoor seating, and the occasional table tennis table. Every house has a parking space but no garages were built. Refuse is collected from centrally located bin storage and there are recycling facilities. Bicycle parking and bicycle stores are also provided. The project benefited from being part of the government’s homezone programme launched in 2001 (see pp. 38–39). One of the first things Wimpey did was to plant an avenue of trees through the site to the river. Access from this road into the site is along shared pedestrian/vehicular



Figure 3.35 Staiths South Bank, Gateshead (photo: Tim Crocker, Architectural Photography, by courtesy of Wayne Hemingway).



Figure 3.36 Staithes South Bank: site layout (drawing: Glen Kemp, Landscape Architect).

routes serving on-street parking in front of housing and in discreetly located parking courts. Traffic speed is calmed by trees and shrubs sometimes positioned in the middle of a pedestrian/vehicular route. The streets gradually become narrower and the pavement wider as the bias towards the pedestrian becomes more obvious. A management company was set up by George Wimpey to maintain the environment, including the communal gardens and the administration of the car parking, for which an annual charge is payable by the residents.

The scheme is not recognisable as a normal Wimpey product. It has a wealth of elevation variations from using a variety of colour of brick, render, timber and mono-pitched roofs. The internal design also offers variety. Purchasers can choose between open plan living with fewer internal walls or a more traditional layout, or if they decide to live upstairs

to take advantage of the river view then the bedrooms can be located downstairs.

B, 22/7/05, p. 53; *B*, Regenerate – regeneration Awards, 2005, p. 33; Housing Design Awards 2005 publication, pp. 28–31; *B*, 26/8/05, pp. 15, 36–40; www.buildingforlife.org

MIDDLESBOROUGH

Central Area Housing, Grange Road/Hartington Road, TS1

1986, Dixon Del Pozzo.

R. Middlesbrough

Situated close to the centre of Middlesbrough, this scheme was developed jointly by Middlesbrough Borough Council, Sanctuary Housing Association and North Housing Association. It is an excellent model of high-density housing that is well suited for its urban location.



Figure 3.37 Central area housing, Grange Road Middlesbrough.

The scheme comprises a mixture of two- and three-storey housing incorporating flats, houses and shops. The layout was designed in the form of curved terraces, which neatly creates a series of interwoven streets, courts and pedestrian spaces (Fig. 3.37). Vehicular penetration is very high with car parking organised in small groups amongst the excellent landscaping. Despite its location, there are few signs of vandalism. The buildings are all robustly designed with a good balance between brickwork and painted timber panelling. The external works have stout railings, walls and fences.

RIBA Northern Region Housing Group, *Housing North*, p. 12.

NEWCASTLE UPON TYNE

The Byker Redevelopment, Conyers Road, NE6

*Completed in stages from 1971 to 1982.
Ralph Erskine, Vernon Gracie &
Associates. R. Newcastle Central Station.
M (Metro): Byker Station*

Byker was one of the last of the large local authority housing schemes to be built. It is Grade II listed and has special place in British housing. Ralph Erskine's idea of tenant involvement in the design process was a significant forerunner for architects interested in self-help and community-participatory projects. The pop-in, where he had his office,

served as a one-stop consultancy service for residents.

Located 1 mile east of the centre of Newcastle, the scheme comprised 2,200 dwellings on a south-westerly slope with excellent views across Newcastle and the Tyne Valley. It is large and high density yet it has a considerable amount of two-storey family housing and a great deal of architectural variety. A small pilot group of 48 houses at Janet Square provided the architects with essential feedback from the tenants. A substantial part of the “wall” on the northern perimeter of the site followed. It contained small units, which were intended for households without children, mainly elderly people.

The outer face of the wall is a masterly design of brick, whilst the inner face is an abundance of colourful timber balconies (see Fig. 3.34 on page 191). The wall was to shelter the courts of housing with gardens from the noise that was expected to be generated by a proposed motorway, which was ultimately not built (Fig. 3.38). Car parking provision of 1.25 spaces per dwelling was provided and extensive tree and shrub planting took place in the early years to hide it. Children’s play areas and seats and tables were located in the pedestrian areas. One of the most successful elements is the sheltered housing schemes for elderly people (Fig. 3.39). No-one visiting Byker will come away without sensing the thrill of Newcastle City Council’s brave commitment.

Ralph Erskine also designed timber framed houses for sale at **Lakeshore, Killingworth** (completed in 1970). *R. Newcastle Central Station + M: Four Lanes End.*

AJ, 16/5/79, pp. 1011–1021; *AR*, 12/74, pp. 346–362; *AR*, 7/97, p. 23; *AJ*, 4/4/76, pp. 731–742; *AJ*, 9/5/79, pp. 961–969; *AR*, 12/81, pp. 334–343; *AJ*, 24/3/05, p. 12; RIBA Northern Regional Housing Group, *Housing North*, p. 25.

Private Housing, Jesmond and North Newcastle.

1962–70. R. Newcastle Central Station + M.

There are a number of outstanding private housing schemes in the northern suburbs of Newcastle, built in the 1960s by A. Cragie and Son Ltd, which were influenced by Eric Lyons and Span. Most of the schemes have since never been altered or added to by their owners, but where they are different to Span developments is that this has been achieved without the establishment of a maintenance company, and there was no commitment upon the house owners except an annual payment for grounds maintenance.

Fenwick Close, Buston Terrace, Jesmond, NE2 (1962–1964). *Brian Robson. M: Jesmond.* The existing Victorian house on the site was converted to provide two large family houses with 5 two-storey family houses and two smaller bungalows being built in the grounds. The houses are remarkable for their copper-covered hyperbolic parabolic roofs, which gave clerestory lighting within the deep house plan.

Avondale and Ferndale, Rectory Road, Gosforth, NE3 (1968). *Waring and Netts Partnership. M: Milford Road.* These houses were built on the adjoining gardens of two large detached Victorian villas. The double courtyard evolved from the separate acquisition and development of the two sites (Fig. 3.40).

Wyncote Court/Jesmond Park Court, Jesmond Park East, NE7 (1970). *Waring and Netts Partnership. M: Jesmond.* This scheme, which comprises 35 houses and 50 flats, consists of two-storey terraces cleverly arranged to retain the existing trees and set them within a series of well landscaped courts. The design accommodates the motorcar in small groups within garage courts and ensures



Figure 3.38 Byker redevelopment: site layout (from RIBA Northern Region, *Housing North*, p. 25, by courtesy of the RIBA North-east Region).



Figure 3.39 Byker: low rise family housing and high rise sheltered housing for elderly people.



Figure 3.40 Avondale and Ferndale, Gosforth: high quality private housing of the 1960's.

a quiet and pleasant pedestrian environment (Fig. 3.41).

EH, p. 10; RIBA Northern Regional Housing Group, *Housing North*, pp. 6, 23; *AJ*, 15/11/67, p. 1253.

NORTHUMBERLAND

Collingwood Court, Oldgate, Morpeth, NE61

*1988. Jane and David Darbyshire,
R. Morpeth*

Located on a most attractive riverside site in the Morpeth Conservation Area, this private

sheltered housing scheme for elderly people was the subject of a designer/developer competition promoted by Castle Morpeth District Council. The brief insisted on the retention of the existing trees and the leafy riverbank. The scheme is approached through an elegant high archway (Fig. 3.42), which opens onto a series of inter-locking courtyards with two-storey buildings and landscaped gardens (Fig. 3.43). Each dwelling is independent and most have south-facing living rooms that look into the courtyards. As in most private sheltered housing schemes there is little demand for community provision and as a result only one small room and ancillary accommodation has been provided next to the warden's office.



Figure 3.41 Wyncote Court/Jesmond Park Court.



Figure 3.42 Collingworth Court, Morpeth: sheltered housing for elderly people.

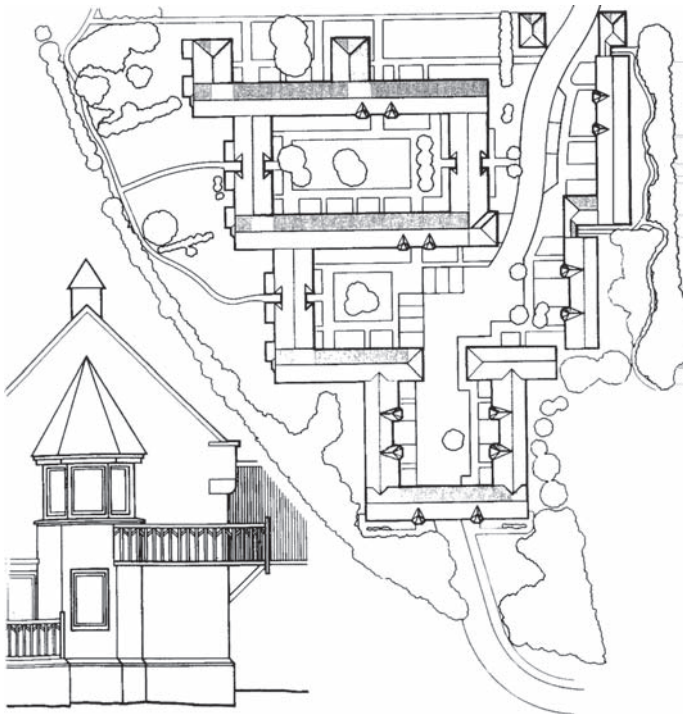


Figure 3.43 Collingworth Court:
typical elevation and site layout.

The building materials were chosen to blend with the character of Morpeth – a blend of slop-moulded facing bricks with reconstructed stone dressings and second-hand slate roof coverings, complemented with good detailing and external joinery.

B, *Housing Design Awards 1989*, p. 14–17; *RIBA J*, 12/89, p. 9.

**Northumberland Village, Monkseaton
(between Percy Avenue and Beech
Grove). NE26**

1990. Jane Darbyshire & David Kendall
Ltd, Wimpey Homes and North Tyneside
Council. M: Monkseaton

Northumberland Village, built in 1880 as a children's home and hospital, is close to the centre of Monkseaton in the north of Newcastle upon Tyne. It was purchased in 1986 by the District Council to prevent commercial

development and sold on to Wimpey Homes for housing development. The scheme contains 29 flats of which 54 are sheltered dwellings for elderly people.

There were five Victorian villas on the site with large front gardens; four were converted into semi-detached houses and one was demolished to make way for 76 new flats on the vacant land. The former extensions at the rear of the villas were removed and new double garages with bedrooms above in steeply pitched roofs added at the front. This significantly improved the appearance of the houses from the street. A large administration block, built in 1938, was converted into sheltered flats, a small block of 1960s flats was upgraded and the existing Davis Court flats were given a face-lift with a change of colours and balconies.

The new and old buildings blend well into a series of open and enclosed courtyards off the central spine road. Existing trees have



Figure 3.44 Northumberland Village, Monkseaton: superb use of tiling.

been retained and car parking is located in small well screened groups. Most impressive is the retention and additional use of red/orange wall tile hanging in delightful traditional English patterns (Fig. 3.44).

B, Housing Design Awards, 1991, pp. 11–13; RIBA J, 12/91, p. 33.

SUNDERLAND

Washington New Town

1964–1989. Chief Architect, Eric Watson. (Masterplanners) Llewelyn Davies, Weeks, Forestier-Walker and Bor. (Private Transport Necessary)

The 1965 masterplan for Washington New Town was based on a grid of main roads at approximately 1 mile intervals. Each grid square contained two or three “villages” (after Durham miners’ pit villages) of 4,500 people in which two thirds of the housing was for social rent and one third for private sale. The villages had their own primary school, open space, small shopping centre of six or so shops, a pub and a community centre.

Secondary schools, churches and other community facilities were located at link points between villages.

During the period 1970–1990 Washington Development Corporation Architects received numerous RIBA, Housing, and Civic Trust Awards for their housing design. There was great concern to reject Radburn layouts and find new ways of accommodating the motor-car in residential areas and, whilst Runcorn and Telford New Towns pioneered the first shared access ways, Washington’s architects were interested in “mews” and “mixer courts” in high-density, low-rise layouts. A common feature is the long continuously curving terrace of mixed heights, ranging from single to three storeys (Fig. 3.45).

Fatfield Village (Fallowfield Way), NE38 (1980). Took on the form of a hillside village (Fig. 3.46).

Lambton Village (Malvern Road), NE38 (1982). The centre contains a meeting hall, shops, a public house and clock tower. A sheltered housing scheme for elderly people was designed around covered cloisters.

Ayton Village (Dunlin Drive), NE38 (1984). A series of avenues lead to mews

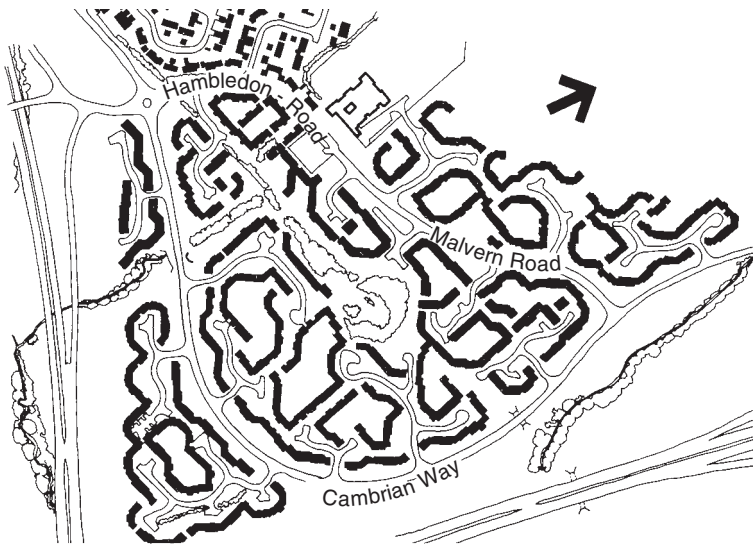


Figure 3.45 Washington New Town: Lambton Village Plan layout (from RIBA Northern Region, *Housing North*, p. 36, by courtesy of the RIBA North-east Region).



Figure 3.46 Washington New Town, Fatfield Village.

courts of mainly houses with coloured panels in upper storeys.

In complete contrast at **East Bridge Street, Shiny Row, Mount Pleasant, DH4** (1980). The Corporation improved two terraces of miners cottages built in the form of “Tyneside” flats with individual staircase access to first floor flats. The houses were restored

to their original appearance and there were extensive improvements to the external environment and the banks of the River Wear.

DOE Housing Awards publication, 1978, p. 19; DOE Housing Awards publication, 1980, p. 50; RIBA Northern Regional Housing Group, *Housing North*, pp. 36–39.



Figure 3.47 Beetham Tower, landmark tower in Manchester. (p. 227).

North-west England

CHESHIRE

Hamilton Close, Parkgate, Wirral, CH64

1960. Nelson and Parker, R. Neston

Located in a leafy suburb, this cul-de-sac contains five exquisitely designed detached houses with pyramidal copper roofs and over sailing cedar-clad upper floors. The appearance of the houses has changed very little since they were built and the quality of the design can easily be seen (Fig. 3.48).

EH, p. 10.

Black Road, self-build housing improvement, Macclesfield, SK11

1974–1975. Rod Hackney Associates.
R. Macclesfield

The old terraced houses on Black Road were built in 1815 to accommodate textile mill workers. By the 1960s they were in poor condition with outside privies, damp walls and rotting stairs; demolition appeared inevitable. The residents, many over 65 years of age, were actively opposed to moving out of the neighbourhood. So they asked Rod Hackney, then living at 222 Black Road, to speak for them.



Figure 3.48 Hamilton Close: unique private houses from the early 1960s.

His first task was to get Black Road reclassified as a General Improvement Area by proving the cost of improvement would be less than demolition and rehousing the occupants. To qualify for a housing improvement grant, the residents would have to buy their house and raise the money to do so. They were agreeable to keep the costs down by undertaking some of the building work themselves. This gave a clear advantage to refurbishment but considerable political campaigning was still required before consent and funding was given by the local authority.

Subsequently, 55 families began the hard task of reconstructing their homes to suit individual requirements (Fig. 3.49) building out single- or two-storey extensions for kitchens and bathrooms. The back yards were converted into a mixture of well-planted communal and private areas.

A second scheme at Black Road quickly followed after which Rod Hackney developed schemes in many places throughout the country. His experience suggests that housing rehabilitation is not so much an architectural problem as a matter of organisation,

management and funding which requires a large measure of good will and trust between all the parties.

AJ, 20/2/85, pp. 995–1002; *AJ*, 5/10/77, p. 630; *AJ*, 29/10/75, p. 876; *AJ*, 12/11/75, pp. 995–1002; *AR*, 4/85, pp. 57–61; *Architecture + Design*, 1–2/91, pp. 73–75; DOE, Housing Awards Publications, 1975, p. 21 and 1980, p. 51.

**The Brow, Halton Brow, Runcorn
New Town, WA7**

*1969. Runcorn Development Corporation.
R. Runcorn*

Halton Brow was the first scheme to receive public attention for a design based on the concept of curtailing traffic speed through the integrated design of its buildings and environment. Its long culs-de-sac took on the appearance of winding country lanes (Fig. 3.50), varying in width and set in an environment of dense tree and shrub planting. The houses were randomly arranged around small informally shaped parking courts located on either side of the culs-de-sac. A separate footpath



Figure 3.49 Black Road:
pioneered community
architecture.

Plan of the Estate



Figure 3.50 The Brow: a break through in residential road and footpath design.

system leading to children's play areas and open space was built into the design (Fig. 3.51).

After completion, the design was thoroughly researched and it proved to be as safe as a conventional layout. Its principles were ultimately embodied in *Design Bulletin 32* published in 1977 and numerous local authority planning and design guides thereafter.

AJ, 21/3/79, pp. 385–596; AJ, 14/10/70, pp. 889–902; AJ, 21/3/79, pp. 585–596; Colquhoun, I., and Fauset, P., *Housing Design in Practice*,

pp. 63–64; DOE, *Housing Awards 1969*, pp. 23, 33–34; AJ, 21/3/79, pp. 585–596.

Warrington New Town

1979–1986. Warrington and Runcorn Development Corporation Architects' Department or as stated. R. Birchwood unless indicated

In the early 1980s, Warrington and Runcorn Development Corporation's Architects and



Figure 3.51 A country lane in the Brow.

Consultants continued to develop the concept of highly landscaped, pedestrian orientated environment (Fig. 3.52).

Admirals Road/Curlew Grove, Birchwood, WA3 (1979). The layout of this scheme of 120 houses offers views of interest and variety upon every turn. The housing is set in a mature landscaping setting and the colourful cream brickwork on the housing with red brick bandings and quoins makes it very distinctive.

Gorse Covert Road/Stanmore Close and Darnaway Close, WA3 (1984). The semi-detached houses and bungalows in this scheme, designed for first time buyers, set a good standard for private sector housing. The wide-frontage houses are grouped informally around two culs-de-sac with an open space in the centre.

Cromwell Avenue/Gregory Close and Cavendish Close, Old Hall, WA5 (1984). *R. Sankey for Penketh*. This scheme of almost 300 houses, made up of one- to three-storey housing was planned to emphasise the central tree-lined pedestrian route which focuses on a “gateway” leading to the local centre. The spine road is a tree-lined avenue with frontage housing and a flowing alignment to limit traffic speeds. It gives access to a series of pedestrian/vehicular courts of housing [1].

Old Hall Road/Nansen Close, WA5 (1986). *R. Warrington Bank Quay*. These 115 two-storey houses are grouped around two large culs-de-sac. Most are semi-detached but houses in visually key places in the culs-de-sac are grouped as L-shaped terraces to create a greater sense of enclosure [2].



Figure 3.52 Landscape dominated environment in the Birchwood/Oakwood area of Warrington New Town.

Redshank Lane, Oakwood, WA3 (1984). *MacCormac Jamieson & Prichard*. In its construction and appearance this project of 360 houses and flats reflects Cheshire's traditional half-timbered housing. The layout comprises groups between 8 and 18 dwellings built around mews courts, which are linked by a footpath system. A strong edge is given to the development by locating the flats which peak to four storeys along Redshank Lane.

Admirals Road, Oakwood, WA3 (1981). *Terry Farrell Partnership*. This scheme is located adjacent to Birchwood Brook and woodland and was planned to have three distinct areas. Separated by green spaces, these groups of 30 to 35 dwellings built along village lanes were conceived by the architects as "places". The houses were designed to be flexible with a "universal core" common to each dwelling containing the services, stairs, kitchen and bathroom. Thereafter they were flexible and capable structurally of being extended as individual residents wanted.

[1] Colquhoun, I, and Fauset, P.G., *Housing Design: an International Perspective*, pp. 96–97;

[2] *Ibid*, pp. 94–95; *AJ*, 13/9/78, pp. 471–485; *AJ*, 21/1/81, pp. 94–96; *AJ*, 8/12/82, pp. 37–41; *AR*, 10/85, pp. 46–55.

**Sunningdale Community Project,
Chapelhill Road/Hopfield Road,
Wirral, CH14**

1988, *Brock Carmichael Associates*.
R. Leasowe/Birkenhead

When, in the mid-1960s, the four towers on the Sandbrook Lane Estate in Moreton were proposed, the local newspaper commented that they would bring a touch of Manhattan to the West End [1]. By the mid-1980s, the blocks had deteriorated and drastic measures were required.

The solution determined for the 15-storey Wheatfield Heights was to refurbish it. This included over-cladding to reduce energy costs and converting its 85 flats into sheltered housing for elderly people. The nearby maisonettes were demolished and replaced with 24 two-storey flats and four new shops facing the street. They were grouped to create



Figure 3.53 Sunningdale Community Project.

a large landscaped courtyard, which accommodates car parking, and pleasant well-used communal gardens and a summerhouse. First floor flats have balconies overlooking the courtyard from where intruders are instantly noticed (Fig. 3.53). There is a communal meeting hall at the entrance to the courtyard, which is controlled by a 24-hour watch.

AJ, 3/8/88, pp. 33–47; [1] *Ibid.*, p. 34; *BB*, Spring 88, p. 14.

CUMBRIA

New Village, Harriston, Aspatria, Allerdale, CA7

1978. Napper Errington Collerton Partnership. R. Aspatria

Harriston was built as a mining pit village but by the 1970s it had declined so seriously that, with the exception of a small number of buildings, it needed complete renewal.

The new houses built by Allerdale District Council comprised 70 three- and four-bedroom houses, 6 flats and 20 mobility standard bungalows. They were designed in the form of simple cottages grouped around a large green to give the feel of a Lakeland village (Fig. 3.54). The white roughcast blockwork walls, Welsh and Westmorland slate roofs and window and door detailing are all common to the area.

AJ, 9/1/80, pp. 76–90; *AJ*, 16/1/80, pp. 129–139; RIBA Northern Regional Housing Group, *Housing North*, p. 7.

Regeneration of George Street and Queen Street, Whitehaven, CA28

1975–1984. Winskell Barnett, 1992–2002: SRB Dockland Project. R. Whitehaven

The centre of Whitehaven represents a unique piece of urban history for it survives



Figure 3.54 Harriston:
regeneration of a Cumbrian
village.

as England's first Renaissance planned town conceived in the seventeenth century and mainly built in the eighteenth century. Laid out by Sir John Lowther, a friend of Sir Christopher Wren, as a coaling port for his mines, Whitehaven became a fashionable town with streets of fine Georgian housing.

By 1960, the centre of the town had become a picture of decay and dereliction as the local economy declined. In the mid-1970s, the Old Town Centre was designated an outstanding conservation area which enabled Copeland District Council to seek funding from the Department of the Environment for improvement. It then made 75 per cent grants available to stimulate housing improvement and initiated the redevelopment of cleared sites. The new housing in Queen Street/George Street, completed in 1975, retained the essential architectural character of the eighteenth century housing; colour-washed rendering, stone architraves around windows and shallow-pitched slate roofs (Fig. 3.55). Further phases followed in the 1980s in George Street/Scotch Street, and in Duke Street/Queen Street.

AJ, 1/10/70, pp. 658–661; RIBA Northern Regional Housing Group, *Housing North*, p. 17.

**Webster's Yard, Highgate,
Kendal, LA9**

*1989. Hanson Walford Marston.
R. Kendal*

Webster's Yard shows how new sheltered housing for elderly people (in this instance for sale) can be woven into the fabric of old towns producing an exceptional living environment. Fortunately the local planning authority accepted 25 per cent car parking which enabled a dense scheme appropriate to the site to be achieved.

The scheme is entered from Highgate where existing four-storey buildings were restored and converted into shops with flats above. From here there is a central pedestrian route that passes through a series of courtyards and steps up a steep slope to the lane at the rear of the site. The first courtyard is New Inn Yard, which is a long narrow stone paved space containing 36 sheltered dwellings designed in the form of three-storey stepped-back flats and maisonettes. A conservatory (Fig. 3.56) divides New Inn Yard into two parts and gives access to communal facilities and a lift. Beyond this is the small Lower Yard around which are eight sheltered



Figure 3.55 Whitehaven: regeneration of the Georgian centre.

flats and the Upper Yard containing four houses fronting on to the rear lane and a further eight flats. The scheme included the relocation of the Dowker Arch originally built in 1833.

The materials – second-hand Welsh roofing slates and rendered blockwork which is now the substitute for stone in Cumbrian housing – reflect the Lakeland tradition.

AJ, 24/5/89, pp. 34–45.

LIVERPOOL

Liverpool wrestled with its housing problems throughout the twentieth century and this has continued to the present day. In the 1990s, the **Liverpool Housing Action Trust (HAT)** both demolished and renovated tower blocks and developed new housing for people affected by the clearance, including extra care sheltered housing for elderly people. The current issue

of large areas of unwanted pre-1919 terraced housing, particularly in the north of the city, is being addressed by the **New Heartlands Housing Market Renewal Pathfinder**. In contrast, the new housing market in the city centre is thriving as can be seen in areas around Duke Street. To cap this, the city succeeded with its bid to be European Capital of Culture 2008. A number of Liverpool's housing successes follow.

New Build Co-operative Housing, Liverpool

From 1978. Innes Wilkin Ainsley Gomon; The Wilkinson Hindle Halsall Lloyd Partnership; Brock Carmichael Associates; McDonnell Hughes; R. Liverpool Lime Street

The co-operative housing movement began in Liverpool during the early 1970s with tenant



Figure 3.56 Sheltered housing for elderly people at Webster's Yard, Kendal.

management buy-outs from private landlords in order to seek improvement grants. The co-ops grew in strength in the early 1980s out of opposition to the militant City Council's housing policies. A number of tenants groups were not prepared to wait to be rehoused by the City Council. Instead, they formed housing co-operatives to procure their own new housing. In June 1983, they held a protest march to the City Council and successfully secured support and building sites at no cost. The government seized the opportunity to demonstrate its own new found housing philosophy and personal support came from Michael Heseltine then the Secretary of State for the Environment.

The co-ops ranged in size from 20 to 60 family units. Supported by one of Liverpool's co-operative development agencies, they registered as a non-equity housing co-operative with limited liability. When the houses were completed the co-op members became tenants paying standard fair rents but they were also collectively the landlord, responsible for management and maintenance. Three of the most innovative co-ops were those at Weller Street, Hesketh Street and the Eldonian Village.

The **Weller Street, L8**. *R. Liverpool Lime Street/St Michaels*. The co-operative, established in 1977, pioneered a participative approach to design, producing simple two-storey houses grouped around small landscaped courts. The process was most significant. The co-operative organised itself into sub-committees to consider design, education, social events, etc. Design decisions evolved through a process of education involving visits to schemes, slide shows, and "planning for real" at weekly design meetings. It took 2½ years, which is a long time to maintain people's interests.

Newland Court, Hesketh Street, L17. *R. Liverpool Lime Street/St Michaels*. Development began in 1979 as a consequence of the

clearance of housing in Liverpool 8 from where tenants joined with families who had once lived at Hesketh Street to form a co-operative based on Hesketh Street. The scheme comprised a range of dwelling sizes from two- to seven-bedrooms designed around landscaped courts. The co-op was anxious to avoid the "Corpy" image which included avoiding an over landscaped look (Fig. 3.57).

The Eldonian Village, Vauxhall Road/ Eldonian Way, L3. *R. Liverpool Lime Street/Sandhills*. The Eldonians were the most well known co-operative at the time particularly because they received personal support from Michael Heseltine in securing funding for their scheme. The architecture has a traditional private sector image with a high degree of individuality (Fig. 3.58).

The Eldonians have moved on considerably beyond their initial housing objectives into the wider field of urban regeneration. They have established a commercial garden centre as an employment generation project, developed other forms of skill training to help people find work, and converted an old warehouse into a sports centre.

AJ, 8/9/82, pp. 51–58; *AJ*, 18/7/84, pp. 35–42; 45–50; *AJ*, 8/8/84, pp. 18–19; *AR*, 4/85, pp. 57–61; *RIBA/CIOH, Tenant Participation*, pp. 48–49; Colquhoun, I., *Urban Regeneration*, pp. 89.

**Minster Court, Crown Street,
Liverpool, L7**

1984. *Kingham Knight Associates. R.
Liverpool Lime Street*

Minster Court was one of the first projects to demonstrate the potential for converting unwanted inner city council flats into private housing for sale. It was built by Liverpool City Council in the 1930s and its design was very much influenced by European inner city



Figure 3.57 Hesketh Street co-operative housing.



Figure 3.58 Eldonian Village: pioneer of co-operative housing.

development of the time particularly in Amsterdam. By the 1960s, the flats had degenerated and demolition appeared to be the only solution. However, Barratt Urban Renewal (Northern) Ltd. purchased the blocks for a peppercorn amount.

They enclosed the court by blocking off the former archways and constructing new walls and railings that limited entrance to a single point where there was 24-hour security.

This created an internal courtyard from which the dwellings were entered. Access to upper floor flats was by newly constructed, brightly lit, glazed staircases towers, which served a small number of dwellings on each floor. A new roof, paintwork and street lighting all added to the appearance of the scheme. It proved very popular (Fig. 3.59).

DOE, Housing Design Awards 1985, p. 58.



Figure 3.59 Minster Court, Liverpool: 1930s council flats converted to private sale.

3-12 Old Haymarket, Liverpool, 12

2000. Arkheion Architects (Developer: Urban Splash). R. Liverpool Lime Street

Old Haymarket was the first joint venture project undertaken by Urban Splash in partnership with the Maritime Housing Association. The scheme of three refurbished buildings and one new block is located on a triangular site in the heart of the centre of Liverpool (Fig. 3.60). It comprises 27 mixed-tenure apartments – a number of the dwellings were sold by Maritime on a shared-ownership basis to attract a variety of people to the development – and twelve retail units on the ground floor. The dwellings are entered

through a courtyard, which was beautifully paved. The design took maximum benefit of existing features, especially the red brick elevations.

www.buildingforlife.org

MANCHESTER

Manchester's housing renaissance began in the 1980s at **Castlefields** where new development and beautifully restored warehouses, converted into business and residential uses, nestle with canals and railway viaducts. The Central Manchester Urban Development Corporation was the catalyst



Figure 3.60 Urban Splash at Old Haymarket, Liverpool.

but much initiative came from creative entrepreneurs, such as **Urban Splash**, whose creative spark in the early 1990s has led to much transformation. Nearby at **Hulme** a whole new neighbourhood is nearing completion; its Urban Design Guide formed the basis for Manchester's City Development Guide.

Lately the emphasis has moved to the north-east to **Great Ancoats** and the **New East Manchester** regeneration area which is planned to realise 12,500 new homes, primary and secondary schools and 130,000 sq.m. of business and retail space, and triple the population from 27,000 to more than 90,000. Two guiding objectives are driving New East Manchester – active community participation in redevelopment, including a say in who the

development partner will be, and the creation of living neighbourhoods rather than housing estates (RIBA, 10/06, pp. 38–42).

Hulme Redevelopment, M15

*1991–1998. R. Manchester Deansgate
Unless Otherwise Stated*

The redevelopment of Hulme was seen at the time as a model for the sustainable urban neighbourhood of the future. The main housing developers were a consortium of housing associations led by Guinness Trust and North British (NBHA), and Bellway Urban Renewal.

The scheme was pump-primed in 1991 by a successful City Challenge bid of £37.5 million

for major infrastructure and environmental works to start an extensive programme of housing renewal, economic and social regeneration. The total capital investment drawn in by this exceeded £200 million. The plan involved the demolition of over 2,500 deck-access dwellings including the notorious “Hulme Flats” and building over 1,250 new rented dwellings and a further 2,000 houses for sale by Bellways.

The planning and design commenced with the production of an Urban Design Guide which set out the vision for the area and the major urban design principles, which were as follows:

- Development of streets which promote sociability, community and natural surveillance, all designed to limit traffic speeds to 20 mph.
- Permeability, that is, a neighbourhood that is easy to move around in with strong links to surrounding areas.
- A sufficiently high density to support a wide range of shops and services.
- Development which is sustainable environmentally, socially and economically by encouraging energy efficiency, recycling, public transport and urban ecology, and allowing the area to adapt to future change.
- A street hierarchy using three-storey housing along the principle routes and two storey on residential streets.
- Careful treatment of corners, vista and landmarks – the traditional points of reference in the city.
- Dwellings to achieve a National Housing Energy rating of 9.
- Residents to fully participate.

These principles have produced a variety of colourful social housing designs. The private housing is rather plain and the best is the three-storey town houses overlooking the

new Hulme Park. Overall the development will need high-quality maintenance, particularly the external environment. Regrettably, it lacks finish as undeveloped land stands unused which works against everything that has been achieved so far.

Aquarius, Aquarius Street (1995). *Ainsley Gomon Wood for Guinness Trust, R. Oxford Road*. This development contains 68 houses and 97 flats for rent, designed in three-storey form around courtyards but closely relating to the street pattern. The glass-fronted circular staircases to the flats are distinctive.

St Wilfred's, Mary France Street (1994). *NBHA's in-house architects for NBHA*. The curved facades of the two- and three-storey terraces flow with the street grid and are punctuated at corners by a range of features such as communal entrances, balconies and special windows (Fig. 3.61). The public square at Mary France Street is a green space with railings in the manner of a London square.

Boundary Lane/Bonsall Street (1995). *OMI Architects for the Guinness Trust, R. Oxford Road*. This scheme is in the form of three- and four-storey rectangular blocks with a five-storey circular tower marking the entrance to the scheme on Boundary Lane. A second phase has 41 dwellings and 2 shops.

Mallow Street. *NBHA in-house architects for NBHA*. This scheme contains 83 dwellings. These are built in along streets with a multi-coloured brick aesthetic. The corners are strongly emphasised with three-/four-storey towers.

Chichester Road (1994). *PRP and Triangle for NBHA*. This is a development of 55 houses and 83 flats. The family housing is in two- and three-storey form whilst in the south-east corner the site, flats, with balconies form a prominent gateway to the whole of the Hulme area.

Homes for Change, Old Birley Street (1996). *Mills Beaumont Leavey Channon. R.*



Figure 3.61 St Wilfred's, Hulme: finely curving terraces following the street pattern.

Oxford Road; second phase: C. Cooper (URBED). Planning began in 1991 when the Guinness Trust was approached by Hulme residents and small businesses to develop a mixed-use scheme. The result is a most distinctive scheme (Fig. 3.62) comprising 50 flats and maisonettes and 1,500 sq.m. (16,000 sq.ft.) of managed workspace – including shops, offices, studios, a small performance area which doubles up as a meeting room and a cafe – in a four- to six-storey urban building. The workspace, built in a shell-and-core format to allow varying sizes and configurations

of units, is confined to the two first floors and has its own external entrances. The dwellings above are reached through a secured courtyard via open access decks. The second phase completes the enclosure of the courtyard.

Rolls Crescent/Halston Street, M15 (1997). *ECD Architects.* Commissioned by North British Housing Association this scheme contains 67 dwellings designed in a traditional low-rise street pattern with brightly coloured towers punctuating the corners and intersections of Rolls Crescent (Fig. 3.63). All houses have private gardens



Figure 3.62 Homes for Change, Hulme, Phase 2 of the development.



Figure 3.63 Rolls Crescent, Hulme.

with a communal space in the enclosed central courtyards. The unusual roofs are covered in silver aluminium standing seamed cladding.

Rudlin, D. and Foulkes, N., (URBED), *21st Century Homes: Building to Last*, p. 57; *Building Homes*, 1/97, pp. 30–31; *AJ*, 20/4/94, pp 16–17; *B*, 6/9/96, pp. 38–43; *AJ*, 12/3/98 pp. 27–37; *B*, 3/10/97, p. 11; *RIBA J*, 11/96, pp. 6–7; *RIBA J*, 2/96, pp. 16–17.

**Stainer Street, Northmoor Road,
Manchester, M12**

2004. *Manchester City Council/ Manchester Methodist Housing Association (Great Places Housing Group). Architects/ Engineers: Ian Findlay Architects, Urban Solutions, and TADW Architects. R. Manchester Piccadilly/Belle Vue*

This project is significant as one of the first Home Zones to be completed in Britain but also for the way in which new housing has been incorporated into the fabric of pre-1919 workers terraced housing. The scheme was a pilot area for the multi-million-pound regeneration of 1,400 small Victorian terraced housing in Longsight, Manchester. The pilot area comprised four streets, in which houses had no front garden and only small rear yards. There was speeding traffic, rear alleys full of rubbish that attracted burglars, few recreational facilities for children, empty houses that added to the sense of neglect, and high levels of crime.

In addition to home zoning the streets (Fig. 3.64), the City Council and the Housing Association acquired houses in order to create a “green” street through the development overlooked by new three-storey properties to provide good surveillance. The intervention provides large houses for the extended Muslim families who live in the area and it breaks down the long length of the Victorian

Streets. It is a model of what could be achieved in many inner city areas now subject to Housing Market Renewal.

**New Islington Millennium Community,
Ancoats, M4**

*Total development 2014, Phase 1 2006:
Fashion Architecture Taste (FAT).
R. Manchester Piccadilly*

New Islington is Manchester’s Millennium Community showing how Britain should build new housing and communities. The development is on a 12.5 hectare (31 acres) brownfield site in East Manchester’s deprived Ancoats area. The task for lead developer, Urban Splash is to preserve the existing community whilst attracting wealthy incomers. The masterplan, devised by Will Alsop proposed 1,400 new homes, a health centre, “a new primary school that tops the league tables”, a new park with water features, an orchard, “a great pub”, “a chic little Italian” restaurant, “the best fish and chip shop” and a “restaurant with three Michelin stars” [1].

The small first phase of 23 affordable houses at Islington Square has gained much interest from its architecture of Dutch-style gables, zig-zag patterned brickwork, bright balconies and sculptures in the colourful new street (Fig. 3.65). Its success demonstrates a positive way of bringing confidence to an area at the start of regeneration.

FAT’s design takes its cue from the north of England terrace but the architects held numerous design workshops with residents to assess what they wanted. This included a trip to the Netherlands to look at housing there. The outcome was a scheme comprising mainly three-bedroom two-storey houses. The L-shaped plan, arranged around an entrance yard large enough for off-street parking produced “notched” terraces of



Figure 3.64 Stainer Street Homezone, Manchester.



Figure 3.65 Dutch style gables and zig-zag brickwork at New Islington, East Manchester.

alternating heights. There are also bungalows for elderly people and a pair of three-storey houses. The houses have rear gardens that connect to a gated alley. The houses were designed according to Lifetime Homes principles and the ground floor could become self-contained if a resident were to become physically disabled. The ground floor WC could be modified for wheelchair use and the structure of the house was designed to cater for a lift to be installed. The scheme was also designed to achieve an eco homes rating of excellent.

The appearance of the scheme is quite unique – loved and hated, but what did residents think? Responding to this in the *Daily Mirror*, Nick Johnson of Urban Splash said, “It gets right up the noses of the architectural purists and that is exactly what we wanted. The critics are happy, the residents are happy” [2].

[1] Beckett, A., The estate we’re in, *The Guardian* (Weekend Supplement), 24/2/07, pp. 30–33; [2] *Daily Mirror*, 11/5/06, p. 15; R&R, 20/9/02, p. 8; BD, 28/4/06, pp. 14–20; AT, 05/06, pp. 56–61; B, Brick Awards 2006 supplement 10/11/06, p. 6; B, – Regeneration Awards Supplement 2006, pp. 25, 33; B, Regenerate supplement, 09/05, p. 58; R&R, 9/3/07, p. 30.

Chorlton Park Apartments, 417 Barlow Moor/Cundiff Road, M21

2002. Stephenson Bell Architects
(Developer: Urban Splash). R. Burnage
(from Manchester Piccadilly)

This shared equity housing scheme overlooking Chorlton Park demonstrates how a high-density housing solution (270 dw/ha – 108 dw/acre) can be successfully integrated into a suburban area and become a significant landmark building. The scheme contains 27 one- and two-bedroom apartments and four-person duplexes. This was more accommodation than was stipulated in the

brief due to the addition, when Urban Splash became involved, of two floors of accommodation on the roof of the Barlow Moor Road frontage (Fig. 3.66).

The development is L-shaped built around a large court at the rear. The street elevations are very distinctive with balcony structures formed from 300 mm square sections of French oak. These break down the scale of the white rendered blocks behind and add a human scale to the development. Movable screens on the timber balconies offer privacy and sun protection. Car parking at a ratio of 1 space per dwelling is at basement level which was made possible by the need to dig out the ground which had become contaminated by the former garage on the site.

AT, 11/02, pp. 32–40; www.buildingforlife.org

Urban Splash/Castlefield, Worsley Street/Ellesmere Street, M15

R. Deansgate

Urban Splash has transformed an area in Castlefield by the Bridgewater Canal from an industrial, brownfield site into a thriving and popular neighbourhood, and in each scheme they sought new design horizons.

Britannia Mills (2000). *Urban Splash Architects*. This was the first development by Urban Splash in Castlefield in which they converted six nineteenth century mill buildings into 125 apartments with a new build addition (Fig. 3.67). The design created outdoor areas, a landscaped courtyard and a canal inlet into the site. There is private parking set in amongst new trees near the canal. All the features of the original buildings and environment were retained including cast iron columns, timber floors, and reclaimed stone and cobbles from the site. The interior spaces are light, spacious, modern and inventive and much liked by their occupants.



Figure 3.66 Urban Splash at Chorlton Park, Manchester.



Figure 3.67 Britannia Mills: first Urban Splash development in Castlefield.



Figure 3.68 Urban Splash, Box Works, Castlefield: art deco factory converted into housing.

The success of Britannia Mills gave Urban Splash confidence to take on further schemes in Castlefield.

Box Works (2002). *Arkheion Architects*. Urban Splash's second project in the area was the conversion of a 1920s Art Deco building into 83 shell apartments and live workspaces on the ground floor. Its brilliant mixture of old and new, including large areas of dark glass is inspiring (Fig. 3.68).

Timber Wharf (2002). *Glen Howells Architects*. This eight-storey development overlooking the Bridgewater Canal was Urban Splash's first new-build project. It comprises 181 apartments with underground car parking. Built in simple cross wall and slab construction, its form is simple and thoroughly modern. From a spacious entrance hall a nine-storey atrium provides access to the dwellings, which are dual aspect

with magnificent views in both directions. The ground floor accommodates offices and shops.

Burton Place (2005). *Glen Howells Architects*. A 90 apartment, seven-storey building comprising one-, two- and three-bedroom apartments for private sale, with commercial units at ground floor level. The fully retractable sliding glazed screens and generous balconies add a dimension of openness and flexibility, but an outer zone of timber shutters provide enclosure, privacy and shading to the interior (Fig. 3.69).

Moho (2005). *ShedKM*. Moho was the first development for private sale in the UK to have been built off-site in a factory (Fig. 3.70). Each flat was contained in a prefabricated volumetric module of 38 sq.m., but this could be enlarged by clipping on extra pods for entrance, balcony, dining and second bedroom. The modules



Figure 3.69 Burton Place, Manchester:
new housing rises out of the urban decay.



Figure 3.70 Urban Splash, Moho,
Castlefield: first factory built development
in the UK for private sale.

were wide frontage to give maximum window space and held together and braced in an independent steel structure. The three apartment types were designed around a central bathroom and kitchen area, with the living space and bedrooms either side (Fig. 3.71). Storage was built-in including wardrobe space, furniture and fittings. Kitchens,

bathrooms, windows, floors, plumbing and wiring were all installed and tested under factory conditions.

Sales literature from Urban Splash; Birkbeck, D., and Scoones, A., *Prefabulous Homes: The New Housebuilding Agenda* (2005), pp. 32–35; AT, 5/05, pp. 64–68; B, 15/7/05, pp. 45–51; AJ,

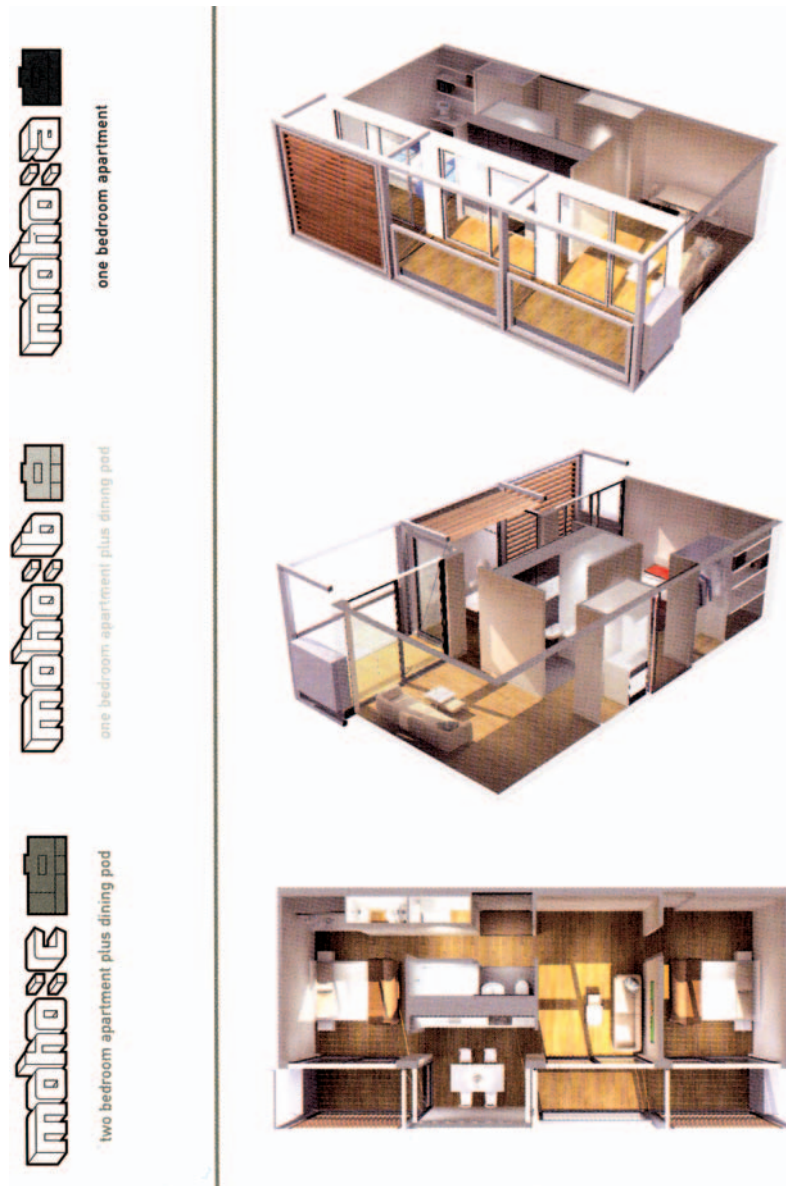


Figure 3.71 Urban Splash, Moho: three prefabricated apartment types (Urban Splash, Moho copyright Uniform).

22/6/06, p. 47; BD, 3/2/06, p. 13; R&R, 28/7/06, p. 8; www.buildingforlife.org

South at Didsbury Point (between Cavendish Road and the Princess Parkway, A5103), Didsbury Point, M20

2006. Masterplanners: EDAW Europe.

Architects: Calder Peel Partnership;

Manchester. R. Burnage

(from Manchester Piccadilly);

Metro link from Manchester

This is a good example of urban housing – “an urban village” [1] – in a suburban location designed to a density of 59 dwellings per hectare (24 dw/acre) with a car parking ratio of 1.3 per dwelling. The project, built by Countryside Properties, comprises 414 dwellings for sale in two- to four-storey development including up to five-bedroom family houses, two-storey apartments and

ground floor apartments designed for people with physical disabilities. None were affordable as it was considered there was a sufficient number already in the area.

The masterplan envisaged neighbourhoods of street housing with a variety of design in each street. Manchester City Council was keen to see existing trees preserved and new ones planted – often as street trees, which, with a lively planting policy, has resulted in a very green environment. Building materials used – red brick, white render and cedar cladding – are bright and colourful and enhanced by large windows and balconies (Fig. 3.72). Local materials and the local workforce were used as much as possible in accordance with Countryside Property’s policy on sustainability.

[1] www.buildingforlife.org



Figure 3.72 “Urban village”, South at Didsbury Point, Manchester.

**Number One Deansgate,
Beetham Tower, 303 Deansgate,
The Edge, M3**

*2002–2006. Ian Simpson Architects.
Broadway Malyan R. Deansgate*

Three glass residential towers in close proximity of each other at the northern end of Deansgate are new landmark buildings, which make a significant contribution to the regeneration of this part of the centre of Manchester.

Number One Deansgate (*Ian Simpson Architects*) was part of the redevelopment of the centre of Manchester after the IRA bomb explosion on 15 June 1996. It is a mixed-used scheme developed by Crosby Homes comprising two distinct elements – a retail podium above which is a glazed triangular residential tower containing 84 apartments on 14 floors. The tower is clad with a double skin façade of glass. The inner is a fully sealed, double-glazed aluminium framed window system that provides the weather resistant envelope and the necessary thermal and acoustic requirements. The outer skin to all except the top floors is an unsealed single clear glazed louver system. Each apartment has access to the semi-external terrace formed between the inner and outer skins (*AT Detail*, 1/02, p. 12).

The Edge (*Broadway Malyan*) has a similar triangular profile to Number One Deansgate, cascading from 20 to 10 storeys on a site overlooking the River Irwell. The scheme, developed by Countryside Properties, comprises 275 apartments, two external courtyards and gardens on a podium above car parking, and mixed uses at ground level.

The Beetham Tower (*Ian Simpson Architects*) (see Fig. 3.47 on page 202) is a clear reflection of Manchester's confidence in the future. It is 155 m (500 ft) tall and has

47 floors. It contains 219 residential apartments, office space and a 279-bedroom Hilton Hotel. The four-storey podium at the base of the tower contains the public rooms of the hotel. The apartments start on the 24th floor and there is a mix of one- to three-bedrooms apartments. With its simple glazed rectangular, stepped profile, the building is a unique landmark for the city (*AR*, 6/06, p. 40; *Prospect*, 10/04, p. 29).

**Plymouth Grove PFI, Ardwick,
M13**

*2007. PRP Architects. R. Piccadilly/
Ardwick*

The regeneration of Manchester's Plymouth Grove Estate by M. J. Gleeson, the Harvest Housing Group and the Nationwide Building Society was the first development of its kind in the UK to be funded through a (£100 million) Private Finance Initiative (PFI). The estate was built in the 1970s and comprised 1,050 local authority dwellings, most of which were two-storey flats and houses. The layout was Radburn with cars and pedestrian separated. It was notorious for crime and vandalism, guns, drugs and low demand. Its alleyways were rat runs down which the offenders could disappear even in the daytime. Furthermore the estate looked inwards which heightened the sense of social exclusion felt by residents. At the beginning of the project in 2003, 400 dwellings were unoccupied.

The remodelled estate was planned to be an urban village with a 50:50 split between private sale and social rented housing to create a social mix of people. To achieve this, a third of the estate – 450 homes – was demolished, with 650 new homes for outright sale to be built over 3–5 years. The rest have been refurbished, with many dwellings turned round to front onto roads and improve security. Rat



Figure 3.73 Estate regeneration at Plymouth Grove, Manchester.

runs have been eliminated and a new mile-long Home Zone (known as the Green Route) created where children can play in safety. This includes three parks along its length. A new village centre with shops and offices with housing above were all part of PRP Architects' masterplan which set out to create a balanced and sustainable community (Fig. 3.73).

PFI as a means for funding housing regeneration has regularly been questioned. Gleeson's response is to claim that they have a committed financial interest in ensuring the estate does not fall back into its old ways after the building work is complete: the introduction of a large number of houses for sale is an important part of their long-term strategy.

B, supplement: 2006 Regeneration Awards, p. 35; Regenerate, 3/2007, pp. 16–17.

OLDHAM

Selwyn Street Housing and Coppice Park, Oldham and Rochdale Housing Market Renewal Pathfinder, Coppice, Oldham OL8

2006. TADW Architects and Crumlin
Lonsdale Landscape Architects. R.
Oldham Werneth

Selwyn Street was the first new scheme by the Oldham and Rochdale Housing Market Renewal Pathfinder and was developed by the Great Places Housing Group. It is a model example of new street housing in urban areas (Fig. 3.74). The site formerly contained houses and flats built in 1986, which were very small for the large families living in the area (mainly of Asian origin) and the layout had no relationship with the original nineteenth century street pattern.



Figure 3.74 Urban street housing at Selwyn Street, Oldham.

The scheme comprises 18 family homes at a density of 53 dwellings per hectare (21 dw/acre). A variety of tenure was offered – ten were for rent, four for shared ownership, and four for market sale. The dwellings are all large with overall areas ranging from 99 sq.m. (1,064 sq.ft) for a four-bedroom house to 158 sq.m. (1,700 sq.ft) for a seven-bedroom house. The houses are L-shaped, taking their form from the earlier Islington Square development which Great Places had found successful (pp. 219–221). All dwellings have individual carports and small gardens as preferred by the residents. A huge retaining wall was built between the two rows of terraces to cope with the steeply sloping site. The housing's image is bright and modern with mono-pitched roofs, white rendered upper storeys and finely designed metal gates and railings (Fig. 3.75). The attention to detail includes the design of the entrance

doors with colourful tiled surrounds adding to the doorstep appeal.

Solar panels and wind turbines were installed on the roofs but photovoltaics were rejected due to the long payback periods. Grey water is recycled. A new urban pocket park adjoins the development providing a place for children's local play.

Nearby at **Malton Street** is a further scheme of terraced family houses for Great Places by TADW Architects featuring bold red, yellow and orange coloured frontages, and top eco-rating. TADW Architects also designed an excellent scheme of urban infill housing at **4–8 Market Place** and **107 Mealhouse Brow, Stockport SK1** (2007. R. Stockport).

R&R, 22/9/06, p. 8; *Regenerate*, 01/07, pp. 42–43; *Inside Housing*, 26/1/07, p. 11; www.buildingforlife.org



SELWYN CLOSE/COPPICE PARK

Figure. 3.75 Selwyn Street: layout of houses and adjacent park, by courtesy of TADW Architects and Crumlin Lonsdale Landscape Architects.

SALFORD

Salford Quays, The Quays, M5

1985. (Masterplanners) Shepherd Epstein and Hunter. 2005. (Architects) NV Buildings, 2005: Broadway Malyan; Waterside at the Lowry, 2005: DLA Architecture Ltd. M. from the Centre of Manchester

The masterplan for Salford Quays, prepared in 1985, envisaged the regeneration area being developed on a three way split between housing, commercial uses and leisure. Considerable success came in the 1990s from securing the Lowry Centre, designed by Michael Wilford (after the death of his partner James Stirling), and Daniel Libeskind's Imperial War Museum. The Quays housing (Vancouver, Winnipeg and St Lawrence Quays), built in the 1990s, is well

laid out and well-detailed externally with block-paved streets and mature planting.

In the mid-2000s, Countryside Properties developed three high quality, 17-storey towers with curved front façades (NV Buildings) along the waterfront of Huron Basin (Fig. 3.77). These contain private apartments for sale that proved very popular to purchasers.

The "Waterside at the Lowry" is an 11-storey tower accommodating 165 apartments and penthouses just across the water from the Lowry Centre. It stands on a two-storey podium of retail shopping and car parking which is finished with natural sandstone ashlar masonry. The tower is clad with panels of pre-cast concrete coloured to match the stone.

Prospect, 10/04, p. 29; *Planning*, 3/11/06, pp. 14–15.



Figure 3.76 Salford Quays: quality high-rise towers for private sale (Broadway Malyan).

Southern England

BERKSHIRE

Point Royal, The Green, Rectory Lane, Easthampstead, Bracknell, RG12

*1961–1964, Philip Dowson and Derek
Sugden of Arup Associates.
R. Bracknell*

This 18-storey block of flats in Bracknell with circular partly underground parking, is one of the most distinctive architectural features in any of the English New Towns. It comprises 102 flats above ground floor entrance podium with six flats on each floor, central lift lobby and ground floor entrance. It has a

striking polygonal form with one convex and one concave side, all suspended by dramatic thrusting cantilevers from the narrow ground floor podium (Fig. 3.78).

It is particularly noted for the precise and refined quality of the pre-cast external frame and its generous glazing. The car park and ground floor are constructed in board marked reinforced in situ concrete with sloping brick outer sides to a ha-ha. The detailing emphasises the modelling potential of the material, with features such as rainwater gargoyles, circular columns, slab support walls and splayed soffits treated with visual consistency. The tower is Grade II listed.

AJ, 13/5/64, pp. 1099–1112; EH, *Something Worth Keeping* (New Town Housing), p. 7.



Figure 3.77 The Ryde, Hatfield: one of the great housing schemes of the twentieth century (p. 253).



Figure 3.78 Point Royal, Bracknell: a landmark feature in the new town.

**The Liberty of Earley House,
Lower Earley, Reading, RG6**
1996. PRP Architects.
R. Earley

This scheme is typical of the many sheltered housing developments built by local authorities and housing associations to meet the needs of the growing numbers of elderly and frail elderly people now often in their 80s and beyond. This project caters for all needs from low to high dependency where a 24-hour caring service is required. It was designed as a Category 2½ Sheltered housing project (with

Extra Care) but is run as a Registered Care Home.

It contains 30, unfurnished two-person self-contained flats and six bedsits. The provision of communal and ancillary accommodation, including assisted bathrooms, lounge (Fig. 3.79), central catering kitchen and dining room, enables special care registration to be sought on a flat-by-flat basis, or for the whole project. The attractive lounge has a high sloping ceiling and large windows looking into the central garden. Each floor has its own common areas and facilities and there is a guest bedroom for use by relatives.



Figure 3.79 Liberty of Earley sheltered housing for frail elderspeople: morning coffee in the lounge.

The building is U-shaped (Fig. 3.80) and the planning of the circulation space avoids central corridors, which allows seating areas to be provided in bay windows along the corridors from which the beautifully planted central garden (Fig. 1.21) can be fully appreciated.

BUCKINGHAMSHIRE

**The Turn, Middle Turn, Turn End,
Haddenham, Nr Aylesbury, HP17**
1968. Peter Aldington. R. Haddenham
and Thame Parkway.

This small group of three houses had a profound influence in the late 1960s as architects

looked for design approaches to replace the modernism of the high-rise council estate. Peter Aldington was keen that the housing should be sympathetic to, and enhance the village in which the houses were located, without resort to pastiche. The outcome was a design that was sensitive and most appropriate. The interplay of roofs, the use of clay tiles and white walls, simple stained timber openings particularly caught the imagination of architects (Fig 3.81). The houses were planned around courtyards to obtain south and west sunlight and maximum privacy. The spatial quality of the interiors is superb with high sloping ceilings, changes of level and a wealth of colour from the materials used in the building and the fabric of the house. Mud

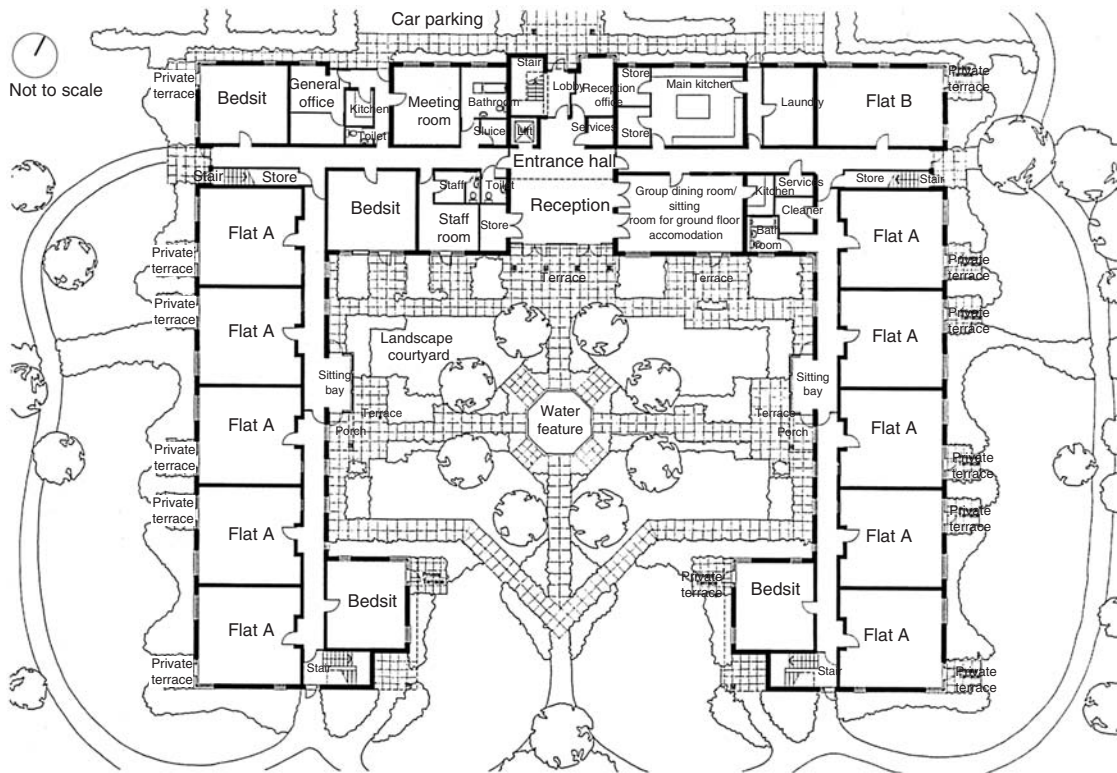


Figure 3.80 Liberty of Earley designed around a well planted courtyard garden (from PRP Architects, *Place and Home: The Search for Better Housing*, Black Dog Publishing, 2007, p. 82).

brick tile capped walls around the perimeter of the site were integrated into the design.

The garden to the Aldington's own house is a secret delight and its relationship to the house is superb (Fig. 3.82). During warm weather the glazed wall around the courtyard opens to create an extra living space. The scheme was Grade II listed in 1998 and upgraded to Grade II* in 2006. English Heritage commented on the design, "it is an exceptional and influential example of the reworking of local vernacular precedent and plan forms to create modern village housing" [1].

[1] *EH*, p. 12; *AR*, 8/68, pp. 102–105; *AR*, 9/89, pp. 71–76; *AJ*, 2/9/70, pp. 532–536; *RIBA J*, 10/96, pp. 56–62; *Concrete Quarterly*, 7–9/68.

Lyde End, Bledlow, Nr Princes Risborough, HP27

1977. Aldington & Craig; Project Architect Paul Collinge (Private Transport Required)

The site for these five houses was owned by Lord Carrington, the former Foreign Secretary, who set the brief for the development and maintained a personal interest. He wished to provide high-quality housing to rent for village residents, which would make a contribution to and form part of the village. However, he considered it best to rely upon the architect to determine the sizes of the dwellings and how many would fit on the site. The houses are single-storey except for the two-storey house at the



Figure 3.81 Turn End, Haddenham: the forecourt to the three houses.

entrance, and closely linked around an internal courtyard (Fig. 3.83). Their plans are similar but adjusted according to their position in the layout. The curved walls that enclose the gardens add to the sculptural quality of the grouping of the houses. The lean-to effect of the roofs is a strong feature of much of the practice's work (Fig. 3.84).

The houses are small – around 60 sq.m. (600 sq.ft.) – but the quality of the interior

creates the illusion of space and the sloping roof gives extra height. The effect is increased by ground to ceiling windows at each end of the living space, which enables the interiors and the gardens to visually merge.

The design concept was developed for a larger project at **Kenwell Court, off Pattison Lane, Woolston, Milton Keynes MK15**. *R. Milton Keynes Central but private transport necessary.*

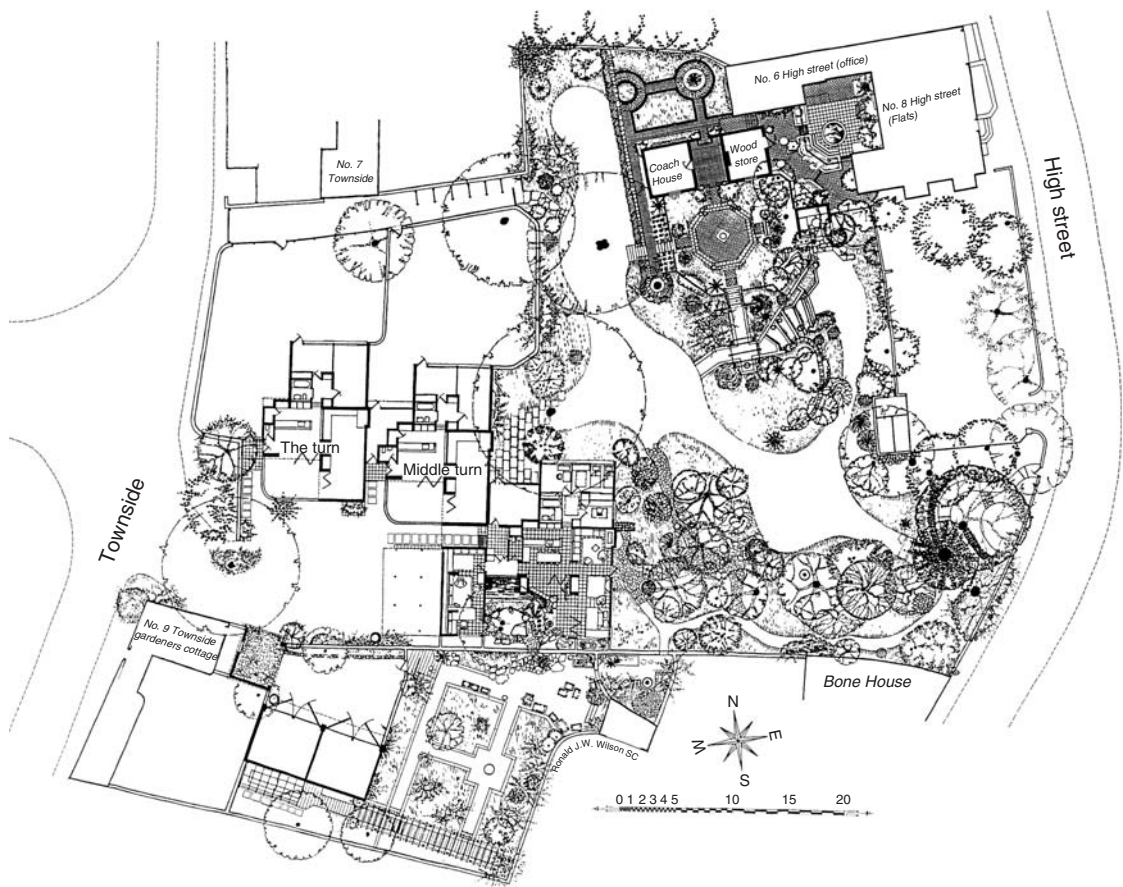


Figure 3.82 Turn End: plan of the houses and Peter Aldington's garden.

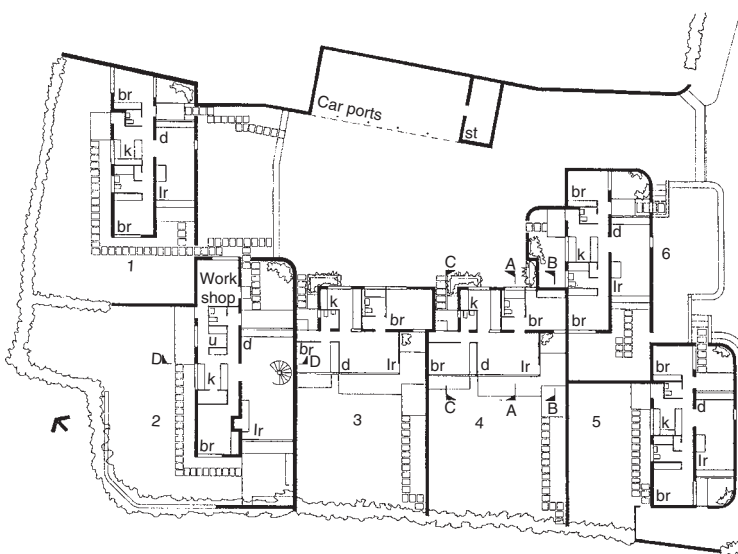


Figure 3.83 Lyde End: housing around a small courtyard.



Figure 3.84 Lyde End: the interplay of roofs was the hallmark of Peter Aldington's design.

AR, 12/78, pp. 377–380; AJ, (Brickwork Supplement) 12/84, pp. 32–38.

Milton Keynes

1970+. Milton Keynes Development Corporation (MKDC) Architects and Consultants as stated. Masterplanners: Llewelyn-Davies, Weeks, Forestier-Walker and Bor. R. Milton Keynes Central but private transport necessary

Milton Keynes (Fig. 3.85) was the last of the English new towns to be designated in 1967 and it contains many interesting housing schemes that illustrate the change of emphasis in housing design as the new town developed.

In the early years, **housing for rent** designed by the Development Corporation's in-house architects mostly comprised large schemes of several hundred dwellings each. These had highly structured formal layouts of flat roofed or mono-pitched houses, built in parallel rows of one-, two- and three-storey terraces (Fig. 3.86). Alternatively they were

grouped around large landscaped squares. Most had a high level of curtilage parking with extensive tree and shrub planting at the front to screen the parked cars (Fig. 3.87) (AD, 6/73; AD, 8/74). The standardisation of dwelling and layout made possible the development of system building and prefabrication, which enabled the Corporation to achieve its building programme of 2,500–3,000 dwellings per year in a part of the country where there was a shortage of traditional building skills.

The principle projects of this period were **Coffee Hall** and **Bradville** (AJ, 25/9/74, pp. 735–777; RIBA J, 8/84, p. 31), **Greenleys**, **Lanhall**, **Fishermead** (AJ, 11/5/77, pp. 877–890; AR, 10/81, pp. 233–235), **Fullers Slade** (AJ, 10/9/75, pp. 515–526), **Conniburrow**, **Springfield**, **Netherfield** (AJ, 10/12/75, pp. 1247–1260), **Tinkers Bridge** and **Bean Hill** (Foster Associates).

Other schemes of note from the same period were: **Waterside**, **Peartree Bridge**, 1977, (MKDC Architects), which is a long terrace of 176 three-storey housing that snakes alongside and overlooks the

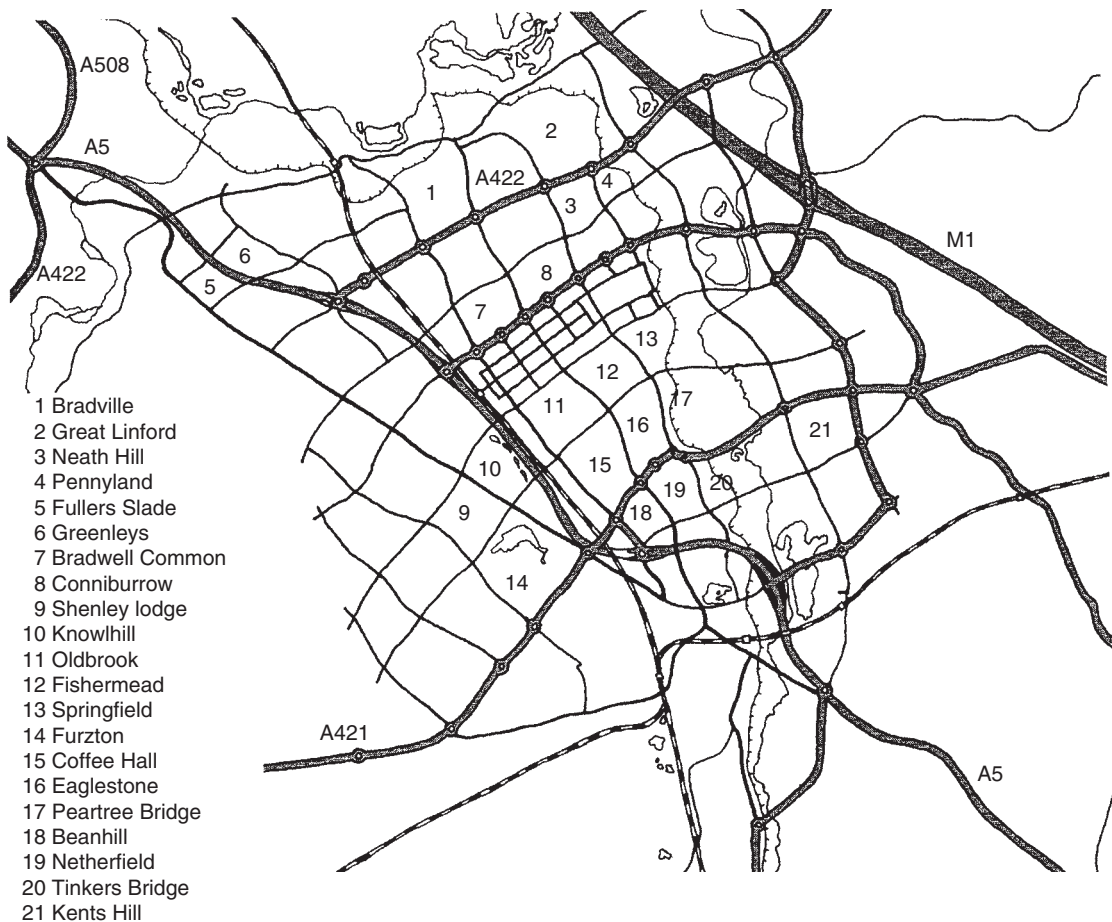


Figure 3.85 Milton Keynes: main roads and place names.

Grand Union Canal (Fig. 3.88) (*AJ*, 4/2/76, pp. 232–234); and **Chapter House, Coffee Hall**, 1977 (MacCormac Jamieson & Pritchard). This scheme was designed for young single people on a difficult triangular site. It contains a community room, bar, launderette and WC's and a flat for a caretaker (*AJ*, 10/8/77, p. 249).

Eaglestone (1974). *Ralph Erskine* was a mixed scheme of houses for sale and rent and the layout was more irregular than others designed at that time. The houses are clustered in small “gossip groups” of around 30–50 dwellings to increase social contact between the families. There was considerable

elevational variety heralding Erskine's later work at Byker (*AJ*, 10/12/75, pp. 1247–1260).

Martin Richardson's design for **Hartley, Great Linford** (1976) contained a mixture of spaces and simple traditional building forms that he described as an “enjoyable combination of ordinariness and surprise” (*AJ*, 3/9/80, pp. 451–459). His design for 175 dwellings for rent at **Bradwell Common** (1981) was based on the elements of a typical Victorian terrace as reflected in the orange, buff and white banding of brickwork (*AR*, 10/81, pp. 233–236).

Hazelwood, Great Linford (1977). *MKDC Architects*. In this scheme a village scale

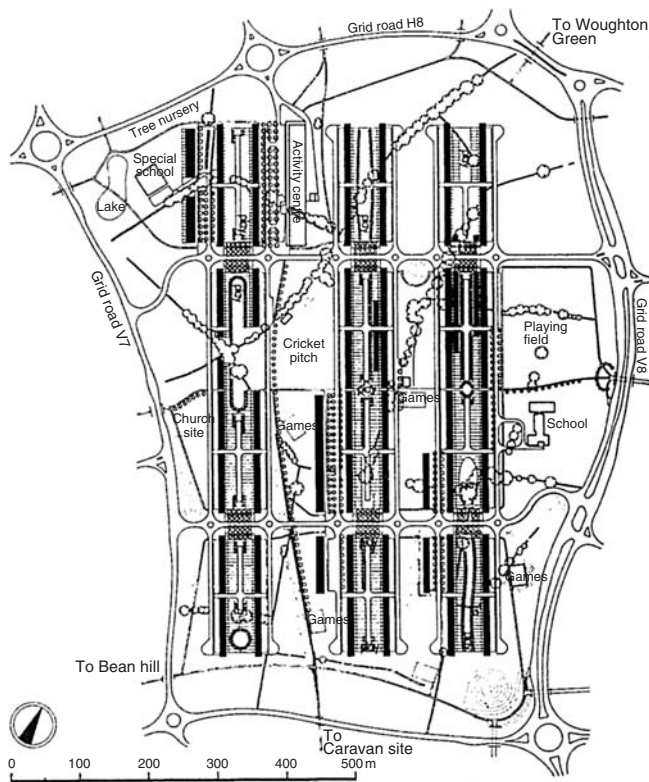


Figure 3.86 Milton Keynes: layout of Netherfield (*AJ*, 10/12/75, p. 1250).



Figure 3.87 Early terraced housing in its now mature landscape setting.



Figure 3.88 Waterside development at Peartree Bridge.

was created in two loose concentric rings of housing which cluster around a vehicular court in the centre where the cars are parked under tiled roof car ports (AR, 9/78, pp. 243–246).

MKDC Architects' designs for **Neath Hill** (1980) (Fig. 3.89) marked a great change to more traditional layouts. The main roads follow the contours in large curves, of which two- and three-storey brick dwellings with pitched roofs are grouped around short brick-paved mews courts (Fig. 3.90)

(AJ, 4/2/76, pp. 229–233; AJ, 15/04/81, pp. 691–706).

France Furlong, Great Linford (1979). *MacCormac and Jamieson*. This development reflected Richard MacCormac's interest in suburbia as the residential convention of the twentieth century (AR, 10/85, pp. 53–54). It is a cozily familiar scheme built in brick and tiles with timber windows, but with a relatively structured layout. The setting back of pairs of semi-detached houses along the curving main street to create parking courts is an effective

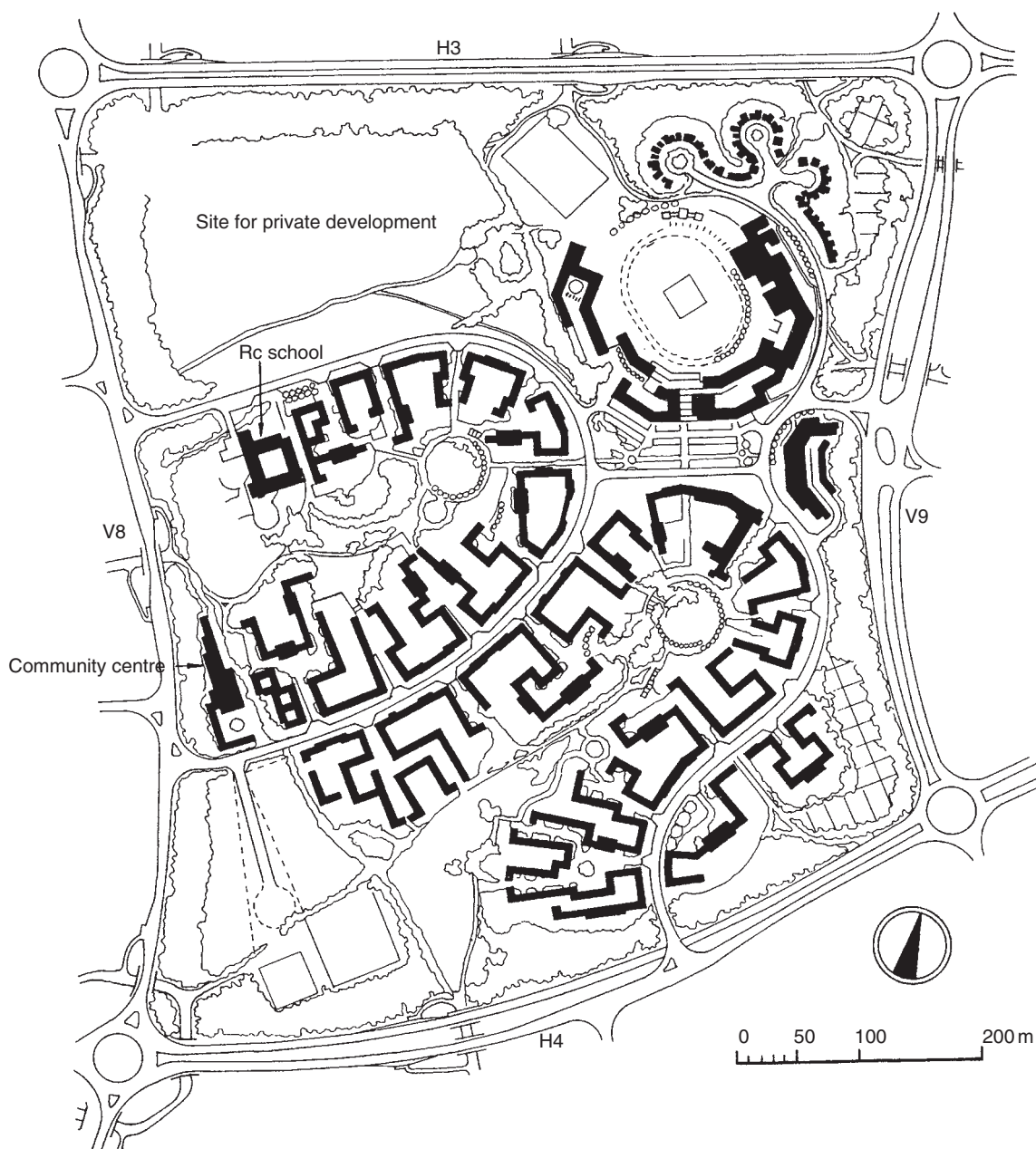


Figure 3.89 Neath Hill forecasted a new design approach.

way of minimising the impact of parked cars on the street (*AJ*, 1/10/80, pp. 627–629).

Colquhoun and Miller's **Oldbrook 2** (1982) has a formal layout with the 250 dwellings grouped around well-detailed and

planted block-paved courts. The “floating” roof over the bedroom loggia is a generous feature giving a useful external space at the top of the houses (Fig. 3.91) (*AR*, 4/83, pp. 30–35).



Figure 3.90 Mews Court at Neath Hill.



Figure 3.91 Successful high-density housing in a central neighbourhood at Oldbrook.



Figure 3.92 Waterside housing at Skeats Wharf, Pennyland.

Kenwell Court, Woolstone, overlooking a village green, is a delightful scheme by Aldington, Craig and Collinge in which the lean-to roofs of Haddenham and Bledlow were developed for a much larger scheme. **Deerfern Close, Great Linford** (David Tuckley Associates, 1983) comprises 15 large two-bedroom houses clustered around tight mews courts in which every house has distinct individuality and personality.

During the last years of the Development Corporation's life most new **housing was for sale**. Schemes took their cue from the local context, for example an old village, or a major landscape element such as an area of water as at **Skeats Wharf, Pennyland** (Trevor Denton and Wayland Tunley) (Fig. 3.92) (*BD*, 8/6/84, pp. 24–25) and **Woodley-Headland, Peartree Bridge**.

A key aim of MKDC was to encourage **low-energy housing design**. Early experiments included the Bradville Solar House. The Homeworld 81 exhibition at Coleshill Place, Bradwell Common, attracted millions of people to the 36 houses that demonstrated the latest ideas in design and low-energy technology. In 1985, the Development Corporation designated a 300 acre (121 ha) Energy Park at Shenley Lodge, Knowlhill and the Northern part of Furzton. This was launched in 1986 with a show village of 48 houses called Energy World at Farraday Drive, Shenley Lodge (*RIBA J*, 6/92, pp. 52–55). One development used a wind turbine to generate electricity but it proved to be too noisy. The most unusual house was the **earth sheltered Round House** at Rutherford Gate, Shenley Lodge (Fig. 3.93).



Figure 3.93 Earth sheltered "Round House" at Rutherford Gate, Shenley Lodge.



Figure 3.94 Midsummer Cottages: Future-world housing at Crowborough Lane, Kents Hill.

The last Development Corporation initiative came in 1994 with Futureworld based on a site at Crowborough Lane, Kents Hill. The simplest houses in the group were **Midsummer Cottages** (Levitt Bernstein Associates) (Fig. 3.94). These were low-tech timber houses incorporating the main themes of energy efficiency – minimising environmental impact, flexibility in use, cost effectiveness in construction, and economic to run. The houses have a thermal mass of dense

concrete blockwork and 160 mm insulation and triple glazing to retain the heat (*RIBA*, 9/93, pp. 30–31; Rudkin, D., and Falk, N., *21st Century Homes*, pp. 72–73).

Milton Keynes has now become one of England's fastest growth areas. The Milton Keynes Partnership has been established to develop a 30-year expansion plan to build 15,000 new dwellings including 3,000 in central Milton Keynes (*B, Regenerate*, 9/05, p. 57). **Broughton Square, MK16** (PRP Architects)

is part of the Broughton settlement being masterminded by English Partnerships as a sustainable urban extension to Milton Keynes, providing housing for more than 1,000 people. The timber-framed scheme was developed by RSL Places for People and provides 229 dwellings for private sale, affordable and intermediate rent in one-, two- and three-bedroom apartments and houses (B, Regenerate supplement, 9/05, pp. 50–51; BD, 10/8/07, p. 9).

HAMPSHIRE

Wyndham Court, Commercial Road, Southampton, SO15

1969. Lyons Israel Ellis. R. Southampton Central

This imaginative block of flats, maisonettes and shops, built on a prestigious city centre site in Southampton, has been Grade II listed. The development is predominately a concrete structure, designed to match the nearby 1930s Civic Centre – one of the most dominant buildings in the city centre. The housing was intended to be for above-average renting to professionals which meant that every detail was designed for a quality finish including the powerful, sculptured form of the building which offsets the fears normally associated with too much exposed external concrete (Fig. 3.95).

EH, p. 6.

John Darling Mall: Supported Housing for People with Physical Disabilities, Boyatt Wood, Eastleigh, SO53

1985. Hampshire County Council Architects (County Architect: Colin Stansfield-Smith, Project Architect: David White). R. Eastleigh

Hampshire County Council Architects Department was best known in the 1980s for



Figure 3.95 Wyndham Court, Southampton, designed to match the Civic Centre.

its school buildings but this project contains all the same qualities. It was built for people who require intensive care to help develop their skills sufficiently for independent living. The building is completely sheltered by a single covered translucent roof, which is particularly suitable for the residents to move around, regardless of the weather, in what appears to be an external environment (Fig. 3.96).

The accommodation includes 24 bedsitting rooms, 6 sheltered flats and shared common space with sitting areas and a large room that can be used for concerts and games (Fig. 3.97). The bedsits, which were intended for short-stay use, are grouped in fives or sixes with shared dining and sitting rooms. The sheltered flats cater for potentially permanent occupation with a generous kitchen/living room, bedroom and bathroom that



Figure 3.96 John Darling Mall, Eastleigh: a peaceful internal garden.

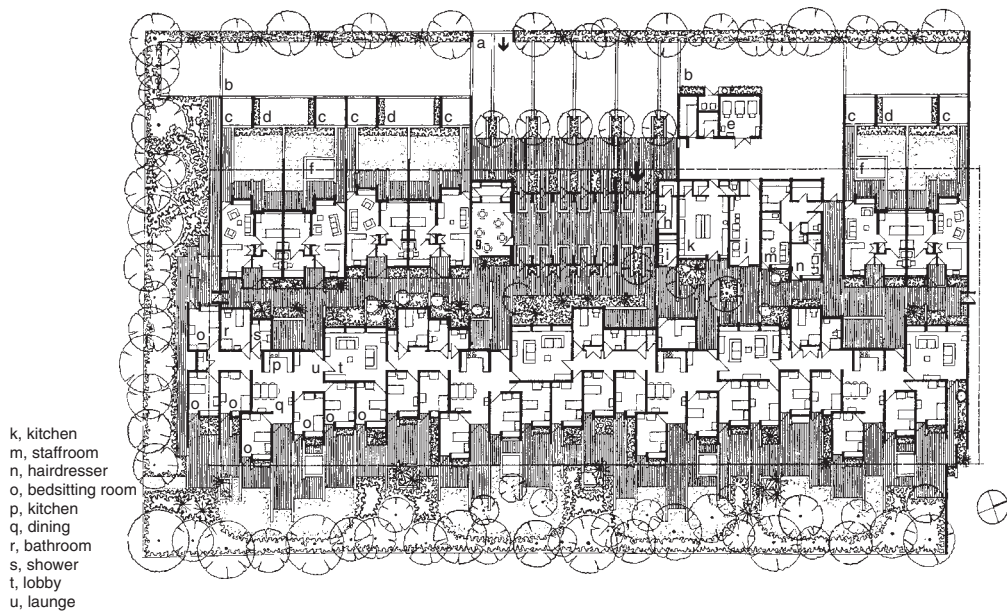


Figure 3.97 John Darling Mall: layout plan.

can be specifically tailored to suit the needs of the individual resident. All dwellings have their own front doors and milk and post is delivered daily. Brickwork is light coloured

and the planting was chosen for its all-year quality.

AR, 6/86, pp. 58–61; BB, 9/92, pp. 22–23.



Figure 3.98 Chapel, part of the regeneration of St Mary's, Southampton.

Chapel, Chapel Road, Southampton, SO14

2006. Chetwood Associates. R. Southampton Central/Woolston.

Developed by Swaythling Housing Society and Persimmon Homes, Chapel demonstrates how successful high-density housing can be when sufficient care is put into design. Its strong architectural image brings new life to a run-down inner urban area of Southampton. The three- to five-storey blocks, grouped around small communal gardens, ensure a secure development with enclosed internal spaces and external spaces that are overlooked from generous balconies (Fig. 3.98).

The project has a total of 174 dwellings, of which 152 are flats and 22 are town houses. Thirty-seven per cent of the dwellings are affordable and these are mixed with private sale housing (including town houses) within each block: this achieves a density of some 90 dwellings per hectare (36 dw/acre) with a parking ratio of 1:1 for private housing and 0.75 for affordable dwellings. Parking is provided beneath one of the blocks and there is a limited amount of on-street spaces in strips of five or six spaces running parallel to the pavement along the linear park to the north and between the blocks.

The combination of white render, dark brown brick, wood panelling, polyester

powder coated aluminium cladding and aluminium standing seam roofing creates a modern image. The development is set in a well-landscaped environment, particularly the linear park and the small pocket park between two of the blocks.

The Housing Corporation funded a dedicated community development officer, who helped settle residents into the scheme and the wider community. The role included arranging events and resolving disputes. The scheme received a housing design award in 2006.

BD, 28/4/06, p. 11; B, 14/10/05, p. 14; Housing Design Awards 2006 publication, pp. 28–31; www.buildingforlife.org

**Oakridge Village, Oakridge Road,
off Ringway North (A339),
Basingstoke, RG21**

*2006. (Masterplanners and Architects),
HTA Architects Ltd. R. Basingstoke*

Oakridge Village was built by the Sentinel Housing Group on the site of former four- and five-storey 1960s, difficult to let, council maisonettes surrounded by houses laid out in a Radburn pattern. The new development comprised 299 dwellings, which is more than double the 140 dwellings that were on the site previously. 152 dwellings were affordable/rent, 110 for shared ownership/equity for key workers and 37 were market sale to generate cross-subsidy. The different tenures are mixed and it is hard to distinguish one from another, except that a modular steel frame design used in the first two phases to speed up construction, allowed some market sale buyers to add balconies without affecting the construction programme. The density achieved was 43 dwellings per hectare (17.5 dw/acre), which relates well to current PPS3 requirements.

The central feature of the development is the village green with a community centre and nursery taking up a whole side, a public house on one corner and five shops along the “High Street”. All are very cleverly integrated into the housing with varied roofline (Fig. 3. 99). Car parking, designed to a ratio of 1.5 spaces per house and 1.3 per flat, is on street, which the residents said they preferred at workshops held during the design stage of the project. All dwellings have small, enclosed front gardens and secure private back gardens, which helped the scheme comply with Secured by Design guidelines.

House types ranged from one- and two-bedroom flats to two-, three- and four-bedroom houses but all were built to the same depth to allow them to be easily intermixed. The elevations are expertly designed with a range of bricks, artificial slate roofs, coloured rendered panels and timber cladding with the occasional dormer balcony. The project received the Housing Corporation’s Richard Fielden Award for affordable housing in the 2005 Housing Design Awards.

B, 22/7/05, p. 52; Housing Design Awards 2005 publication, pp. 40–43; Birkbeck, D., and Scoones, A., *Prefabulous Homes: The New Housebuilding Agenda* (2005), Constructing Excellence, pp. 53–55; www.buildingforlife.org

HERTFORDSHIRE

Letchworth Garden City, (Centre) SG6

*Started 1903. Parker and Unwin,
R. Letchworth*

Letchworth (Fig. 3.100) with its boulevards of housing and mature public gardens was the dream of one man, Ebenezer Howard. His architects, Barrie Parker and Raymond Unwin set high standards for the design of the new



Figure 3.99 Oakridge, Basingstoke: mixed-tenure housing incorporating shops and community buildings.

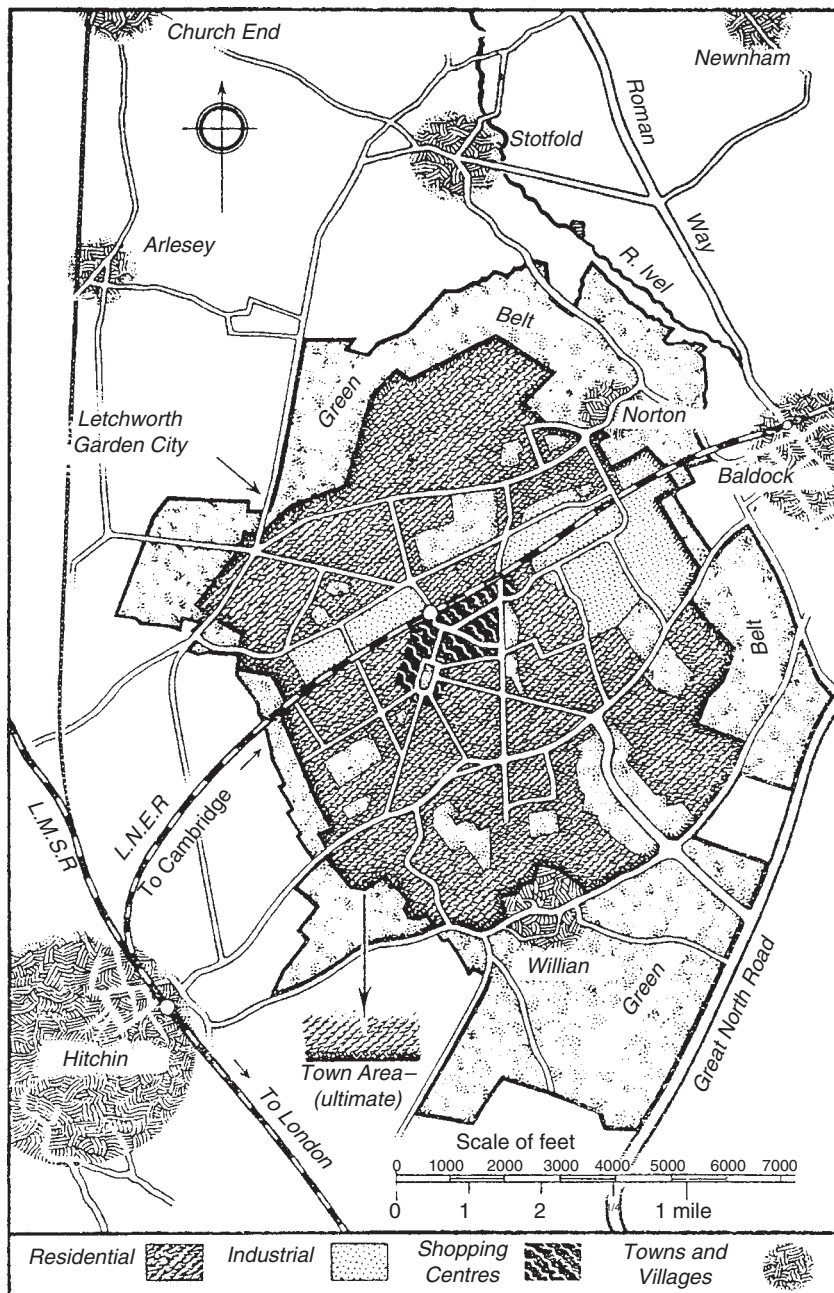
housing which were pursued with idealist zeal (Fig. 1.2). Their housing at **Westholm** (1) and **Birds Hill** (2), designed in 1906, is an early example of workers cottages grouped around greens and culs-de-sac. These groups of houses, with their roughcast walls, prominent tiled roofs and picturesque dormer windows and chimneys, show the full variety of Parker and Unwin's early housing design. Other architects involved in designing housing were M.H. Baillie Scott, C.M. Crickman, and Parker's assistants, Cecil Hignett, Robert Bennett and Wilson Bidwell.

The most significant pre-1914 housing in Letchworth is **Rushby Mead** (3). The **Cheap Cottages exhibition** of 1905 attracted wide publicity. The objective was to build housing for agricultural workers at

a cost of £150 per dwelling. Some designs demonstrated new techniques to speed up construction. This included building steel and reinforced concrete framed housing rendered externally. In total 114 cottages were built between the railway and **Icknield Way** (4).

Lytton Avenue contains the major part of the 1907 **Urban Cottages exhibition** entries in the section between Gernon Road and Pixmore Avenue (5). The cottages are in pairs or groups, facing a small green and pedestrian cul-de-sac to the west and east of the road.

Information and maps are available at the First Garden City Museum, 296 Norton Way South, which was formerly Barry Parker's office.



Plan of Letchworth

Figure 3.100 Letchworth Garden City (plan from *Garden Cities of Tomorrow* (originally *Tomorrow: A Peaceful Path to Real Reform*, written by Ebenezer Howard in 1898), Faber and Faber, London, 1902, 1946. Also published in *Town and Country Planning Association* publication, *Letchworth Jubilee Edition*, Vol. XXI, No. 113, September 1953. Reproduced with the assistance of Letchworth Garden City Heritage Foundation and the Town and Country Planning Association).



Figure 3.101 7–17 (odd)
Lytton Avenue
(C.M. Crickmer 1907).

Addresses of housing referred to above are:

- (1) Westholm: numbers 1–24 and 162–176 (even) Wilbury Road.
- (2) Birds Hill (South side): numbers 9–27 (odd) with numbers 2–122 (even) Ridge Road.
- (3) Rushby Mead: numbers 2–42 (even), 44–58 (even) by Parker and Unwin, 60–78 (even), 86–144 (even), 103–115 (odd) by Parker and Unwin.
- (4) The principal houses of the Cheap Cottages Exhibition, Icknield Way: numbers 123 (steel framed), 217, 219, 212 (listed), 241; Nevells Road: numbers 203, 205, 206, 208, 212, 216, 220; Norton Way North: numbers 7 and 7A (by Baillie Scott and listed); The Quadrant (West Side): numbers 1, 6, 8; Wilbury Road: numbers 122, 126, 248, 150–156 (even) and 160, 158 (reinforced concrete framed house

developed by John Brodie, Liverpool City Engineer).

- (5) Lytton Avenue: numbers 3, 5, 7–17 (odd), 19–25 (odd) (Fig. 101).

Welwyn Garden City, AL8

*Started 1919. Louis de Soissons.
R. Welwyn Garden City*

Ebenezer Howard was determined to secure a second Garden City site but he did not succeed until 1919 with a site just north of Hatfield. Louis de Soisson's Masterplan (Fig. 3.102) of 1919, with its Beaux-Arts-style centre, has changed very little and it still works today. It seems remarkably at ease with the motorcar despite the absence of the road hierarchy that dominates the later new towns. The central gardens provide a strong focus and sense of place for the town as a whole.

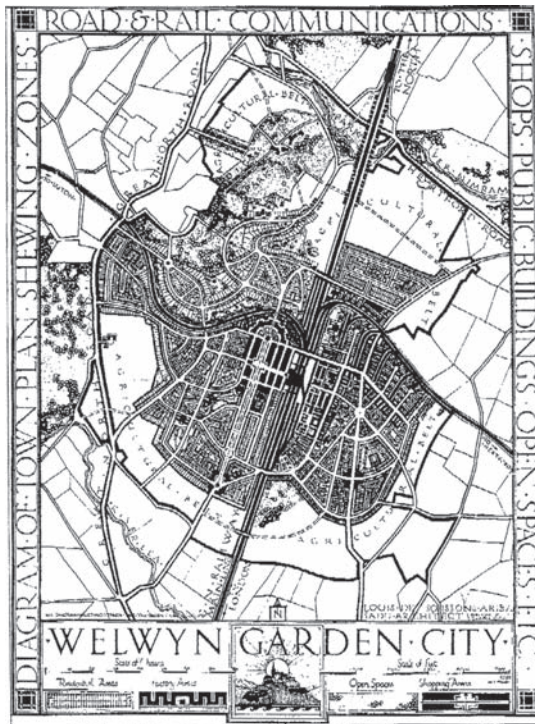


Figure 3.102 Welwyn Garden City: plan by Louis de Soisson, 1920 (from Purdom, C.M., *The Building of Satellite Towns*, Weidenfeld and Nicolson, 1925 and 1949; reproduced by courtesy of J.M. Dent, a division of The Orion Publishing Group (London); further tracing of copyright approval unsuccessful).

Louis de Soissons chose the red brick cottage neo-Georgian style of architecture – using clay dug locally as the building material. Although other architects worked on housing schemes and buildings, all designs had to be approved by de Soissons personally, thus ensuring a unique conformity and standard of excellence. The houses in **Parkway** (early 1920s), which overlook the central garden most typify the architectural approach (Fig. 3.103). Much of Welwyn Garden City's housing is grouped around culs-de-sac (e.g. **Handside Close**, early 1920s) to promote the sense of community that Howard wished to achieve. Louis de Soissons's town

houses at 82–124 (even) and 83–125 (odd), Knightsfield (1955–1956) have been Grade II listed. They are three-storey houses, flats and maisonettes, ingeniously designed to mask the complexity of the house types within. The neo-Regency appearance is unusual but carried out with conviction.

In 1948, following the passing of the New Towns Act, Welwyn became a new town and it has now expanded by over 100,000 people but it still remains a beautiful place in which to live.

AR, 2/27, pp. 175–182; Eserin A., *Welwyn Garden City*, The Chalford Publishing Company, 1995, pp. 8–9; Girardet H., *The Gaia Atlas of Cities*, Gaia Books Ltd., pp. 54–55; EH – New Town Housing, p. 7.

The Ryde, Hatfield, AL10

1966. Phippen Randall and Parkes (now PRP Architects). R. Hatfield

Established in 1962 by Michael Bailey, the Cockaigne Housing Group built 28 single-storey courtyard houses with landscaped gardens (see Fig. 3.77 on page 232), a tennis court and a common room for a day nursery and evening activities in what was then fields adjacent to the railway in Hatfield New Town. Cockaigne was, and still is a co-operative housing society and most of the members of the group were gathered through a front-page classified advertisement in *The Times*.

The first tasks of the group were to find a site and funding. Michael Bailey wrote of the difficulties of this in *The Listener*: “We tried the Building Societies. They were polite too – but we must understand that in the event of their financing us there must be no new-fangled ideas. The houses must be good traditional semi-detached, of tile and brick” [1]. The scheme was eventually supported by a small number of officials in the Hatfield



Figure 3.103 Welwyn garden city: large neo-Georgian houses overlook the central gardens.

Development Corporation and Hatfield Rural Council – because “they liked the look of us and our ideas” [1]. The group then set about appointing an architect – “someone youngish and unknown and bursting for a chance to show us his talents. As a result of a chance encounter, a young architect employed in the LCC agreed to set up in practice on the strength of our job” [1].

The outcome was a scheme constructed within 7 m (23 ft. approximately) party walls (Fig. 3.104), which run the entire length of the house and the rear gardens. The houses were arranged on an east/west orientation for maximum benefit from the sun (Fig. 3.105); rooms at the front and rear would receive sunshine in the morning and evening respectively. The quality of light internally was further heightened by the floor to ceiling windows,

which linked the inside of the houses with the gardens and courts (Fig. 3.106). The design of the interiors attempted to establish an appropriate relationship between areas of common use and private use by parents and by children, that is to give members of the family the advantage of community and privacy as described by Serge Chermayeff and Christopher Alexander in their book of that name published in 1963 [2]. Furthermore, the single-storey plan and the timber construction within the party walls offered flexibility and adaptability in the use of the space, a principle that has over 30 years been proven to work. The majority of the houses have garages at the front, which are large enough to include a workshop space. The scheme has survived almost intact and is a credit to the vision of Michael Bailey, the Cockaine Housing Group

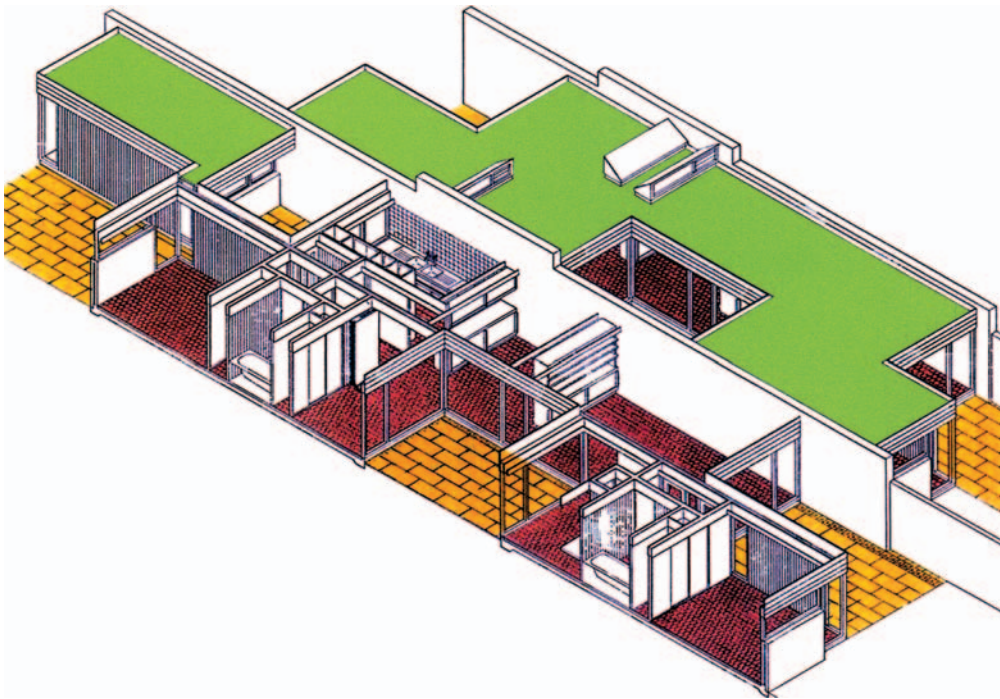


Figure 3.104 The Ryde, Hatfield: axonometric view of a four-bedroom house (from *Place and Home: The search for better housing*, Black Dog Publishing 2007, p. 132).

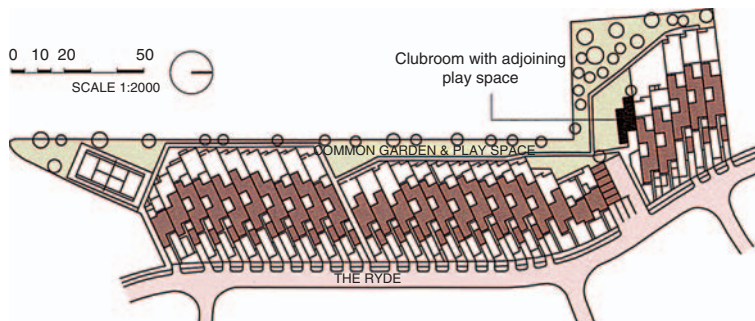


Figure 3.105 The Ryde: houses planned on an east–west orientation (from *Place and Home: The search for better housing*, Black Dog Publishing, 2007, p. 22).

and their architects. The project received the historic winner award in the 2006 Housing Design Awards and it is Grade II listed.

Phippen Randall and Parks continued to be highly innovative and from 1967 to 1980 the practice received six national housing design awards – (1967) The Ryde, Hatfield; (1970) Turnpike Place, Crawley; (1972) Bancroft Court, Reigate; (1973) Forestfield, Crawley;

(1979) Liscombe House, Bracknell; (1980) Birch Hill South, Bracknell.

AJ, 12/11/66, pp. 1207–1208; *AJ*, 16/8/72, pp. 365–376; [1] Bailey, M., An experiment in housing, *The Listener*, 6/1/66, pp. 14–15; [2] Chermayeff, S., and Alexander, C., *Community and Privacy: Towards a New Architecture of Humanism* (1963); *Building Homes*, 6/98,



Figure 3.106 The Ryde: large windows link the inside with garden and courtyard.

pp. 38–41; Housing Design Awards 2006 publication, pp. 46–49; PRP Architects, *Place and Home: The Search for Better Housing*, Black Dog Publishing, 2007, pp. 132–133 + other pages.

KENT

Span Housing, New Ash Green, DA3 1967–1969. *Eric Lyons and Partners.* *R. Longfield*

New Ash Green was the apotheosis of Span's vision, a complete village for between 5,000 and 6,000 people in the rural countryside of Kent, complete with appropriate services and community facilities. The plan approved in 1967 envisaged a mixture of private housing and housing for rent built by the GLC. Span proceeded to develop the housing for sale and the shopping centre but in 1969 when the GLC pulled out Span was left in financial difficulties.

The development was divided into a number of small neighbourhoods of around 100 houses. The Span developments were laid out in typical Lyons manner with short terraces around landscaped pedestrian spaces

with grouped car parking (Fig. 3.107). The mono-pitched houses with timber and tiled panels between the party walls remain today almost untouched by time. The benefits of communal maintenance (pp. 22–24) of houses and environment are clearly evident. The landscaping has matured to create a splendid setting. The two-level shopping centre clusters around a linear square and its car parking nestles within a forest of trees and plants.

After the collapse of Span Developments, the rest of the village was completed by Bovis and Architect/Planners, Barton Wilmore Associates.

AJ, 15/5/68, pp. 1109–1114; *AJ*, 23/7/69, pp. 138–140; *AJ*, 8/12/71, pp. 1265–1268.

Ingress Park, Ingress Park Avenue, off London Road (A226) Greenhithe, Dartford, DA9

2001. *Architects: Gardner Stewart*
Architects: R. Rotherhithe

Ingress Park comprises 950 new dwellings, live-work units, shops and a new school on a



Figure 3.107 Unchanged Span housing at New Ash Green.



Figure 3.108 Ingress Park, Kent set a standard for the Thames Gateway.

29 hectare (10.6 acre) site within the Thames Gateway growth area on the south side of the River Thames, about 1 mile east of the Dartford Crossing. It is set in the grounds of the Grade II listed Ingress Abbey that were landscaped by Capability Brown. The brown-field site was formerly used as a marine training college and industrial paper mill. The developer, Crest Nicholson, restored the Abbey, its follies and parts of the grounds at a cost of £6 million which helped offset the amount of affordable housing required to 10

per cent. A key landscape feature of the site is a countryside walk, which integrates Tudor mounds, numerous follies, a tree-lined boulevard, and a grassed amphitheatre (Fig. 3.108) superbly framed by new housing designed to match the Abbey building.

The dwellings range from four-bedroom houses to one-bedroom apartments over garages. A 24 m fall from the top of the site down to the river gives extensive views over the roofs of houses below. The main access road gradually winds down to the river and,

off it are eight areas of houses each with its own individual architectural character and materials. Many groups are in crescent form but one was designed to resemble the character of a fishing village. The highest-density housing is at the bottom of the hill fronting formally onto the new riverside walk. The aim of this variety was to give the development an organic feel and break down its overall scale.

AJ, NHBDA Awards Report, 7/06, pp. 42–43; *Green Places*, 6/06, pp. 18–21; *Countryside Voice*, Summer 2006, pp. 84–85; www.buildingforlife.org

“Fishing Village”, Dunlin Drive, off Pier Road (A289)/Maritime Way, St Mary’s Island, Chatham Maritime, ME4

2003. PCKO Architects. R. Gillingham

The Royal Navy pulled all its operations out of Chatham 20 years ago, leaving a vacant 140 hectare (57 acre) riverside site, Chatham Maritime, which is now one of the largest regeneration schemes in the Thames Gateway. By 2015, it will accommodate some 3,000 houses.

St Mary’s Island is superbly located with good views over the River Medway. The scheme was developed by Countryside Maritime Limited and provides 53 three- and four-bedroom houses and 100 two- and three-bedroom apartments. No affordable housing was required as there is housing association development nearby. The design draws on traditional Kent seaside village architecture with timber cladding, bold colours and steeply pitched roofs (Fig. 3.109). The layout is organic in form with dwellings mostly grouped around culs-de-sac. The three largest apartments blocks are in a horseshoe shape that wraps along the river frontage. Car parking is at a ratio of 1.5 per dwelling but the design minimises its impact through parking within courtyards, away from the streets and riverside walkways, or partly hidden away in undercrofts. Elsewhere the houses have small front gardens with on plot car parking and integral garages.

The construction was prefabricated timber-framed because of the skilled labour shortages in the South-East of England. It was the first time the system had been used for



Figure 3.109 St Mary’s Island, Chatham: prefabricated timber construction fundamental to the project’s success.

volume house building. All timber was from sustainable sources certified by the Forestry Commission. The scheme earned top SAP and “Good” eco ratings from the BRE.

R&R, 9/3/07, p. 23; www.buildingforlife.org

Lacuna, Kings Hill, West Malling, Kent, ME19

2003. Clague Architects. R. West Malling

Lacuna is the central part of the redevelopment of a former Battle of Britain airbase that was owned jointly by Kent County Council and Rouse Kent Ltd. (developers: Sunley). The masterplan proposed 1,850 dwellings, commercial development, a school, community hall, doctor’s surgery, nursery, golf course and a hotel.

The scheme contains 180 dwellings with a further 80 by Berkeley Homes. Clague Architects produced a tight village masterplan at an average density of 58.5 dwellings per hectare (23.7 dw/acre) with car parking at a ratio of 2 spaces per dwelling and 1.5 for apartments. The hierarchy of spaces – High Street, squares, back lanes and small intimate areas in front of small groups of houses – reflects Kent vernacular architecture and follows the principles of the *Kent Design Guide* (Fig. 3.110). Eleven basic house types were used in detached, semi-detached and terraced form. These ranged in size from two- and three-bedroom flats to three-, four- and five-bedroom houses. The first houses to be built were in brick masonry construction but, due to the high-quality finish required and the shortage of labour, prefabricated timber-framed Super E Homes were imported from



Figure 3.110 Canadian timber-framed housing at Lacuna, Kingshill village centre, Kent.



Figure 3.111 The Cresnet, The Village, Caterham-on-the-Hill, Surrey.

Canada. This reduced construction time from 28 to 12 weeks, which had cash flow benefits for the developer. The houses are very energy efficient and have a timber aesthetic that is bright and modern.

Birkbeck, D., and Scoones, A., *Prefabulous Homes: The New Housebuilding Agenda* (2005), *Constructing Excellence*, pp. 36–38; www.buildingforlife.org

SURREY

The Village, Caterham-on-the-Hill, Guards Avenue, Caterham-on-the-Hill, CR3

2005. John Thompson and Partners and Barlow Henley Architects. R. Caterham

“The Village” was developed by Linden Homes in the grounds of Caterham Barracks, which was no longer required for military purposes. The scheme was a mixture of new housing and conversion of the existing buildings to accommodate a variety of residential tenures. In total 348 new dwellings were built. Ninety-six of these were affordable and mostly for rent from the Guinness Trust. The

entrance to the site is by the restored cricket pitch, which is surrounded by new housing and large mature trees. From here the roads are designed to promote “place” over the car with measures such as changes in surface and speed reducing corners that slow down the motorist. Places have been created in varied urban forms including streets, squares, a boulevard and a crescent (Figs 3.111 and 3.112).

Before the development started, local people expressed concern about the quality of development but this was overcome by involving them in the design including staging community planning weekends. Linden Homes took seriously the need to create a sustainable community by providing playgrounds, a half hourly bus service into Caterham and contributing over £3 million in the Section 106 agreement including the gift of a number of existing buildings to the community. The Caterham Barracks Community Trust set up in 2000 now has facilities for recreational activity, a nursery, further education and training for children and adults. It is also helping to preserve and enhance the natural and built environment, including the site’s former chapel. In 2005, the Trust had an asset base of £3 million.



Figure 3.112 The Village: site layout plan demonstrates skilful urban place-making (John Thompson & Partners LLP).

B, Awards supplement 2006, p. 59; B, 14/10/05, pp. 14; B, Housing and Regeneration Supplement, 11/05, p. 58; www.buildingforlife.org

SUSSEX

Self-build Co-operative Housing, Diggers, Golf Drive, Hollingby, Brighton, BN1 and Sea-Saw, Vines Cross Road off Wilson Avenue, Whitehawk, Brighton, BN2

1995. Architype. R. Brighton

The Diggers. This tenant self-build co-operative scheme on a steeply sloping site comprises nine detached and semi-detached houses for rent. Housing Association funding

came through the South London Family Housing Association (SLFHA) and CHISEL (Co-operative Housing in South-east London). The co-operative built the scheme as contractors to SLFHA. They earned “sweat equity” from their labour, which could be cashed in if they left, or traded in for additional features in their homes. They chose the Segal method of post-and-frame construction because of its straightforward design and construction methodology. The breathing walls and the grass roofs in the scheme were developments of the method by Architype.

The houses are grouped around a central green with car parking at the edge of the site. The design exploits the slope with a split-level section that opens out on to south-facing conservatories and balconies (Fig. 3.114).



Figure 3.113 Urban regeneration in Calne (p. 280).



Figure 3.114 The Diggers: Segal self-build in Brighton.

The houses are extremely well insulated and energy bills are very low.

Sea-Saw is located at Kemptown on a site alongside Brighton's racecourse. It comprises 24 dwellings, which face south across a hill towards the sea. The use of a single type of house was a requirement of housing association funding but despite this the conservatories and verandahs offer the tenants ample scope for personalising their home.

AT, 2/75, pp. 26–33; *AJ*, 8/6/95, pp. 37–38; *AJ*, 7/11/96, pp. 48–50; *AJ*, 17/7/97, p. 51; *AT*, 2/97, pp. 26–28.

South-west England

BRISTOL

Bristol waterside development *R. Bristol Temple Meads*

Since the early 1980s, Bristol has made a significant mark in regenerating its waterside heritage through the conversion of former warehouses and other buildings into housing and the construction of new development on vacant sites. There are interesting groups



Figure 3.115 The Point, Bristol waterfront: an image of urban lifestyle (photo: Christopher Colquhoun).

of housing all round the waterways including housing at **Baltic Wharf**, Cumberland Road, BS1 (*Halliday Meecham Partnership*) and the conversion of the Grade II listed **WCA warehouse** by the Redcliffe Bridge, Redcliffe Way BS1 (1997, *Architecton*). The schemes built in the last few years are highly ambitious in their architectural approach.

The Point, Wapping Wharf, BS1 (2001). *Fielden Clegg Bradley Architects LLP*. Located close to the SS Great Britain, the aim of this scheme built by Crosby Special Projects, was to create a lifestyle for people wanting to live in the centre of Bristol

(Fig. 3.115) The scheme provided 105 apartments and 9 town houses for private sale on a 1 hectare site at a density higher than Bristol's Georgian and Victorian terraces.

The site was a long, thin triangle with a 250 m Floating Harbour frontage. The main aim of the design was to create high-quality permeable external spaces and a public plaza whilst providing privacy for residents. It retained access to the waterfront and long distant views along the harbourside, which was the major request of the people who lived nearby. In addition the architects wanted to create a group of buildings in which each

responded to their particular position on the site. The buildings therefore change in scale from “domestic” at the east end of the site to larger scale at the west. They have high levels of thermal insulation, combined with thermally broken low-energy glazing systems to enable there to be large areas of north-facing glazing for harbourside views. This, combined with generous balconies, the superb use of colour and the point at the western end of the scheme, has produced a most memorable scheme (AT, 4/02, pp. 21, 46–54).

Capricorn Quay, Hotwell Road, BS8 (2003). *Alec French Partnership*. The site was formerly a timber yard and railway track with a 200 m frontage on to the Floating Harbour. The brief from developer Crosby Homes was

for a mainly two-bedroom apartment scheme that took full advantage of the views across the water. The scheme included 41 apartments in two curved buildings (Fig. 3.116), in which every dwelling enjoys a view of the water, and a garden for residents. The massing of the scheme took account of the need to respect the views of Clifton Wood and other features behind.

The external walls are lightweight, constructed of metal stud framework with an insulated render system applied externally incorporating a self-coloured final coat. A high standard of acoustic insulation at the back of the blocks protect the dwellings from the noise of traffic on Hotwell Road. Rooms are mechanically ventilated to reduce the



Figure 3.116 Capricorn Quay, Bristol Waterfront.

need to open windows on this side (AT, 6/03, pp. 63–66).

Port Marine, Portishead, Bristol BS20 (2003). Phase 1. (*Masterplanners*) Llewelyn Davies Yeang; (*Masterplanning, detailing, architects*) BBA Architects and Planners. Architects: Austin-Smith Lord; APG Architects; Charter Consultant Architects (*Landscape Architects*). Derek Lovejoy Partnership. R. Avonmouth/Bristol Temple Meads. Port Marine is situated to the north-west of Bristol where the River Avon meets the Severn Estuary. The site has stunning views. It previously accommodated two power stations and before building work could start it had to be decontaminated and sea defenses built.

The overall proposals are to build 2,500 dwellings on the 221 hectare (545 acre) site by 2015. This will include affordable housing

and sheltered accommodation for elderly people, plus a 600-berth marina, two schools, a centre with retail and office space, a library, health and leisure facilities and a large amount of public open space. Phase 1 is now complete and comprises 920 dwellings. The layout was designed around a central park with streets and squares of housing. The site was broken down into parcels of development, each with its own architectural expression including Regency, Arts and Crafts and fishing village. The housing varies in height from two-storey mews houses to eight-storey flats fronting the marina. A considerable amount of effort went into creating public art (Fig. 3.117).

B, Regenerate – Regeneration Awards 2005, p. 33; www.buildingforlife.org



Figure 3.117 Port Marine, Bristol: The Statue of Five Women overlooks the new development.

Colliers Gardens, Symington Road/Gill Avenue, Fishponds, BS16

2006. Penoyre & Prasad LLP. R. Bristol Temple Meads + public transport

This sheltered housing scheme of 50 dwellings for elderly people is a flagship project for its managing company, Brunelcare. It is part of the strategy for providing care for elderly people across Bristol that has been agreed between housing associations and the City Council. The consequence of the strategy is that funding for a rolling programme of 600 dwellings was ring fenced by the Housing Corporation.

The building is entered through an inviting white rendered and glass canopied front entrance where there is shop and a health worker's room for meeting residents and people from the neighbourhood. From here a two-storey street runs through the building with short wings of flats off on either side. Materials used externally – render, timber cladding, galvanised metal and large floor tiles – were chosen for the street finishes to contrast with the carpeted and wall-papered domestic corridors of the residential wings. Along the street are

also facilities such as hairdresser, launderette, an IT suite, therapy room and an electric buggy garage. The spacious dwellings have a view of well planted gardens and patios that are accessed from communal areas and individual flats (Fig. 3.118).

The focus of the building is the two-storey lounge/dining room where coffee and lunch can be purchased by residents, non-residents from the surrounding neighbourhood and visitors. This has a fine “glulam” timber frame and large areas of glazing. The scheme received the Richard Fielden Award for Affordable Housing sponsored by the Housing Corporation in the 2006 Housing Design Awards.

Housing Design Awards 2006 Publication, pp. 42–45; *AJ*, NHBDA Awards Report, 7/06, p. 30.

Self-build Housing, St Werburgs, BS2

Started 2001. R. Bristol Temple Meads/Stapleton Road

Until 1999, the site was a storage yard. Now it contains 20 self-build houses that cost £100,000 to build at a time (early 2000s) when local Victorian terrace houses were



Figure 3.118 Colliers Gardens: looking across the garden to the dining room.

selling for upwards of £150,000. The local Asley Vale Action Group which initiated the scheme and identified potential self-builders originally intended similar house designs but the eventual plot owners preferred individual solutions (Fig. 3.119) whilst agreeing to use a common set of materials and eco objectives which included:

- House construction of timber frame and, with few exceptions, materials from category A – the most environmentally sustainable category – of the BRE's Green Guide.
- Thermal insulation standards generally of 250 mm in walls – 100 mm more than the building regulations at the time. Most have gone for insulation based on recycled paper.
- Use of photovoltaic solar collectors, providing up to 23 kwh of electricity for the whole site.

The original scheme also included a site for six sheltered housing units and the conversion of the former office block on the site into community workshops. Regrettably, neither had come to fruition by 2007. Nevertheless, despite set backs, on the original

ideal the scheme is a great achievement and a significant lesson to other groups of people intending to go down the same route.

R&R, 25/3/05, pp. 20–21. *The Guardian* (G2 supplement), 12/4/07, pp. 18–19.

DEVON

Waters Edge, Bridge Road, Shaldon, TQ14

*2004. Harrison Sutton Partnership.
R. Teignmouth.*

Waters Edge is an excellent example of regeneration in a small town and design that respects the local architectural character in a simple and tasteful way. The scheme comprises 43 houses for sale and 7 affordable houses and apartments. The density achieved was reasonably high at 42.4 dwellings per hectare (17 dw/acre) with a car parking ratio of 1.5 spaces per dwelling. Key spaces are a riverside walk with a row of houses overlooking the estuary (Fig. 3.120) and a small green within the scheme which relates perfectly in scale to the houses around it). The dwellings were designed specifically for the



Figure 3.119 St Werburgs self-build housing, Bristol.



Figure 3.120 Waters Edge, Shaldon, Devon: design reflects local urban form and materials.

site. Their walls are rendered in white and pastel shades of colour found locally. The use of Devonian sandstone and red ochre rendered walls, particularly in the parking courts, greatly enhanced the scheme. Further interest comes from lifting the height of some of the ridges and the variety of chimneys.

The first design for the development was refused by the local planning committee, which was upheld at an inquiry. The developer, Midas Homes Ltd. responded by engaging the local community in the next stages of design and giving a number of Section 106 benefits to the local area such as the affordable dwellings and financial contributions to education and open space. Midas Homes has grown in stature considerably since this

experience. Its schemes at Gun Wharf, Plymouth (pp. 277–279) and Broadclose Farm, Bude, Cornwall EX23 (Fig. 3.121) (Architects: Trewin Design Partnership) were both winners in the 2007 Housing Design Awards.

Housing Design Awards 2007 publication, pp. 20–23, 28–31; B, 20/7/07, p. 49; www.buildingforlife.org

Oak Meadow, Livarot Walk, South Molton, nr Barnstaple, EX36

2005. Gale & Snowden. *R. Private Transport Necessary*

This is a most interesting scheme of 35 houses and flats on the edge of a village



Figure 3.121 Broadclose Farm, Bude, Cornwall (photo: Midas Homes).

in South Devon. Built by the Devon and Cornwall Housing Association the affordable housing incorporates a host of environmentally friendly features in addition to the use of a large amount of timber from green sources for the construction. Most significant is the twin frame system. This enables very thick layers of insulation to be used which reduces heat loss and cold bridging. The houses are in terraced form to minimise the amount of external walling and heat loss. They are naturally ventilated and windows are triple glazed. Some houses even have larders, which are naturally cooled, to the temperature of the surrounding earth to cut down on the size of refrigerators needed by individual households.

The layout ensures the best orientation for the dwellings. High-quality timber fencing, which matches the timber houses, and turf screening (Fig. 3.122) provide privacy in rear gardens. The simple treatment of the roads and footpaths with simple standard curbs and

timber bollards and fencing helps the scheme fit into its rural setting.

Inside Housing, 23/6/06, p. 47; *B*, Supplement: Sustainability Awards 2005, p. 47.

DORSET

Rural Housing: Abbotsbury Glebe, DT3; Redlands Farm, Broadwindsor DT8; Bryanston Hills, Blandford St Mary, DT11 1997, 1992/1993 and 2005. All schemes by Carey Morgan Architects Ltd. (formerly Ken Morgan Architects). (*Private Transport Necessary*)

A number of recent housing developments in Dorset villages illustrate a good understanding of how to achieve high-quality design in rural areas.

Abbotsbury Glebe, on the eastern edge of the village was commissioned by the Raglan



Figure 3.122 Oak Meadow, South Molton, Devon: sustainable rural housing.

Housing Association and the Diocesan of Salisbury. It comprises 22 two- and three-bedroom rented and shared equity houses and 8 four-bedroom houses for sale. They were built in a mixture of local stone and render, with a combination of thatch and slate roofs. All have chimneys (Fig. 3.123). At the entrance to the scheme, a terrace built at an angle fronts on to the main village road. Behind this terrace the other houses are grouped along a new street and around a village square. The design and detailing of the roads and footpaths reflect the typical village wall-to-wall hard surfaced space (Fig. 3.124). Cross-subsidy was essential to secure affordable rents – the builder/developer produced the social elements of the scheme for a price specified by the Housing Association and the Diocese and, in return, the land for the freehold element was sold to the developer for a price at

the bottom of the local market. An overriding condition was that the houses should only be occupied by local people (*Building Homes*, 14/6/91, pp. 20–22).

Broadwindsor also reflects the local village vernacular of stone, rendering, thatch and slate and benefited from cross-subsidy (Fig. 1.28). It contains 14 two- and three-bedroom houses for rent, 26 two-, three- and four-bedroom houses for sale and one house for the vendor. The scheme links two existing roads in the village with a new street, contrary to the highway engineer's preference for culs-de-sac.

Bryanston Hills, Blandford St Mary is laid out along village lanes with buildings defining the spaces. The housing is simple in design and finished in a variety of coloured rendering and brickwork with emphasis on creating individual or small numbers of dwellings



Figure 3.123 Rural housing at Abbotsbury Glebe, Dorset.

(Fig. 3.125). The planners insisted on two landmark “folly” buildings, one as a gateway to the development and the other as a “signpost” to the scheme for drivers skirting past on the bypass. The latter has a cupola to twin with the nearby church of St Peter and St Paul in Blandford St Mary. The lanes have tight corners to slow traffic down. Parking is within the curtilage and in rear mews parking courts, which contain a number of houses to ensure natural surveillance of parked vehicles. Every front garden was planted as part of the scheme to make the lanes appear leafy. The scheme was commended in the 2005 Housing

Design Awards (Housing Design Awards 2005 Publication, pp. 46–47).

Poundbury by Dorchester, DT1

Started 1993. Developer: Duchy of Cornwall. Masterplanner: Leon Krier. Coordinating Architect: Percy Thomas Partnership, Bristol. R. Dorchester

The new Poundbury development on the western edge of Dorchester has been the focus of much debate due to the involvement of HRH, the Prince of Wales. Leon Krier’s



Figure 3.124 Abbotsbury Glebe: axonometric drawing of site layout.



Figure 3.125 Rural housing at Bryanston Hills, Blandford St Mary, Dorset.

masterplan is based on a Continental urban grid of boulevards laid out in a classical manner. The total development is envisaged to contain some 3,000 dwellings with neighbourhoods centred on a formal square surrounded by civic buildings designed in the manner of Greek temples and Italian Renaissance towers. It will be mixed use with housing, workshops, employment and shopping within which all the housing will be in walking distance of communal facilities. The village will take 25 years to build which its promoters consider will enable it to grow organically.

The first phase contains 250 dwellings, 50 percent of which are owned by the Guinness Trust (Fig. 3.126). Fifteen or more architects have been involved, each being responsible for a small area only to avoid an estate image. The layout reflects urban-villages principles and despite criticism of the architecture being pastiche, is most innovative. An important feature is how the road system “engages” traffic. Instead of excluding or calming traffic, it is “civilised” within a permeable layout of urban spaces of human scale, which avoid long vistas that allow drivers to accelerate. The streets have been designed as coherent spaces from house wall to house wall in the style of the traditional village (Fig. 3.127). Residents contribute communally to the quality of this space by designing and maintaining plants and flowers in a narrow strip of garden in front of their house. Junctions have tight radii to reduce speeds and limited sight lines to make drivers slow down or stop. Car parking and garages for a provision of two spaces per dwelling plus visitor parking is catered for in street parking on wider roads and in garage/parking courtyards at the rear of the houses. Some of the larger courtyards include housing to provide natural surveillance and reduce the possibility of burglary from what would normally be a highly vulnerable location. Where houses abut open space they are

designed to overlook it, or a substantial wall provides privacy to rear gardens.

RIBA J, 11/95, pp. 6–11; B, 15/9/89, p. 60.

Walpole Court, Puddletown, nr. Dorchester, DT2: sheltered housing for elderly people

*1985. Sidell Gibson Partnership.
R. Dorchester*

The inspiration for the English Courtyard Association came from Noel Shuttleworth in the mid-1970s when searching for accommodation for his widowed mother. He could not find a place of reasonable size situated in pleasant surroundings, near to shops and amenities, where she could remain independent, feel secure and receive emergency help – and she could pay for it out of a modest fixed income. His solution was for himself to build sheltered housing of which Walpole Court is a fine example.

The scheme contains 23 two- and three-bedroom cottages and flats grouped in the form of the traditional alms-house courtyard (Fig. 3.128). The first phase of development centred on the conversion of a beautiful nineteenth century mellow brick and stone cottages and stables, with bell tower and spire. This forms one side of the courtyard. The second phase and main part of the project is grouped around two other sides of the courtyard (Fig. 3.129). The architecture blends with the traditional local vernacular and materials. The grounds are landscaped to create the atmosphere of a country house garden or College courtyard. These are maintained by a couple employed as warden and caretaker who live in a flat near the entrance to the scheme.

Each of the cottages offers a high degree of flexibility of use dependent upon the extent of physical disability of the occupant(s). Ground floors have shower/w.c. and stairs



Figure 3.126 Poundbury: layout of the first phase, laid out around a network of spaces into which vehicles have almost full access (plan by Alan Baxter & Associates and published in DETR, *Places Streets and Movement*, 1998, p. 30, Crown Copyright).



Figure 3.127 Poundbury by Dorchester: vision of HRH Prince Charles and Leon Krier.



Figure 3.128 Walpole Court, Puddletown: modern lifestyle for elderly people in a traditional almshouse setting.

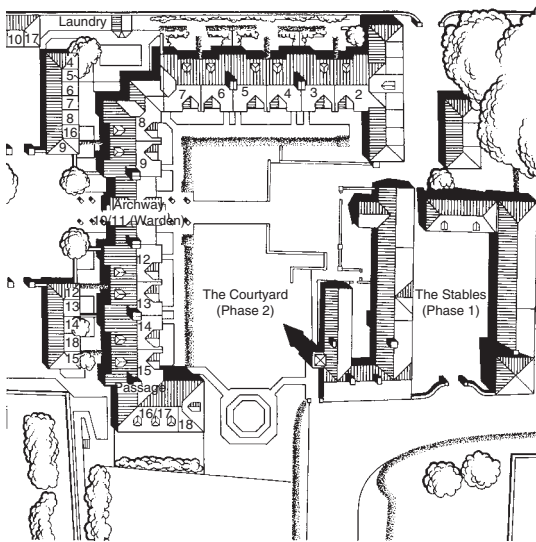


Figure 3.129 Walpole Court: site layout.

which accommodate stairlifts giving residents several choices of living arrangements as they become more frail. The extra bedrooms allow for couples to sleep separately if necessary and to accommodate live-in help when needed. All windows are set to lower level to allow a good view out when sitting down.

AR, 10/85, pp. 56–61; B, 30/10/87, pp. 30–35.

GLOUCESTERSHIRE

Rural Housing, Ebrington, nr Chipping Campden, CV36

2005. Percy Thomas Partnership. *Private Transport Necessary*

This small infill development of 17 houses, built by Westbury Homes in a North Cotswold village, demonstrates how new housing can be successfully integrated into the fabric of an old village. The site was the yard to Home Farm, which was the only building on the site to be retained. Five of the new houses face on to the village street, eight

onto a new lane that runs through to the bottom of the site (Fig. 3.130) where a further four form an edge to the development. Four of the houses are affordable: two front onto the village street and two are within the courtyard behind.

The scheme was designed in accordance with the Cotswold Design Guide and the character and proportions of the existing village. There is a mixture of storey heights from one-and-a-half to maintain the scale of Home Farm Cottage to two with low eaves. Four houses are two-and-a-half-storeys to provide a change of scale. A variety of building materials was used for the construction of the houses including ashlar stone, rough-cast render, natural slates, brown clay tiles and pantiles. The timber windows are either casement or sash. Dormer windows have gabled, hipped roofs or flat leaded roofs. All the houses have chimneys constructed to local details. The new lane was designed as a shared access way. This and other groundworks have a natural feel as if they had been there forever. All dwellings have grass verges at the front and some have trees in front gardens. Rear gardens are screened by high natural Cotswold stone walls and garages are skillfully integrated into the layout to relate directly to house plots.

AT, 5/05, pp. 50–55.

PLYMOUTH

Gun Wharf, Cannon and Cornwall Street, Devonport, PL1

2006. Lacie Hickie Caley Architects. *R. Devonport.*

Gun Wharf is a mixed-tenure scheme on the site of a former 1950s housing estate in one of the country's 39 most deprived neighbourhoods. It was developed by a partnership



Figure 3.130 Rural housing at Ebrington, Gloucestershire.

between Devon and Cornwall Housing Association, the South West Regional Development Agency and Midas Homes. The scheme comprises 99 dwellings: 35 for private sale, 46 for rent and 18 for shared ownership affordable housing. The dwellings range from one- and two-bedroom apartments and two-bedroom maisonettes to two- to four-bedroom houses. The density of development was 43 dwellings per hectare (17/acre).

The scheme considerably lifts the area. “It has a sense of character – it is a genuine place, not an estate” [1]. The site layout aimed at reviving the historic character of the area, lost during the Second World War, by creating a Georgian circus (Fig. 3.131). Streets were designed as homezones to ensure a pedestrian

friendly environment. The main street in the development drops gently down the site framing the views of the River Tamar below (Fig. 3.132). Much of the success of the scheme comes from the modern use of traditional materials – slate roofs, stone and timber cladding, white render and large windows – and the way the modelling of the houses and the distinctive rooflines reflect changes of level. The floor design uses cobbles from the site and skillfully accommodates 93 car parking spaces on street and in bays.

Local residents were greatly involved in the design process, and participation included “planning for real” and the selection of the architects, all of which helped bring the community together. The scheme was the Medium

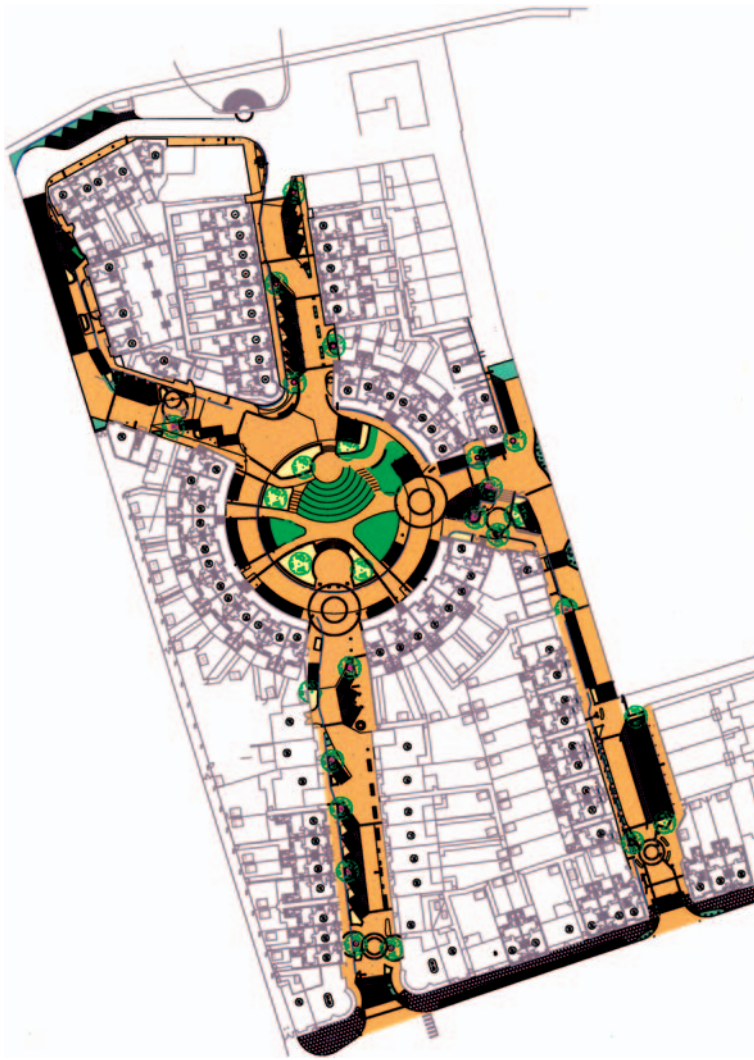


Figure 3.131 Gun Wharf: site layout plan (plan by Lacie Hickey Caley Architects reproduced by courtesy of Midas Homes).

Housebuilder winner in the 2007 Housing Design Awards.

[1] Michael Manser, *AJ*, NHBDA Report 7/06, pp. 38–39, 50–51; *BD*, 28/4/06, p. 11; *B*, 12/5/06, p. 22; *B*, supplement: 2006 Regeneration Awards, p. 35; Housing Design Awards 2007 publication, pp. 20–23; *B*, 20/7/07, p. 48; www.buildingforlife.org

SOMERSET

Bridge Care, sheltered housing for elderly people, St John's Road, Bath BA1

1991. Fielden Clegg Architects. *R. Bath*

Bridge Care is a residential home for 32 frail elderly people built on a site overlooking the River Avon. The design uses the slope of the



Figure 3.132 Gun Wharf, Plymouth.

site to provide the main entrance at the middle level of the building leading to two storeys above and one below. The bedrooms are in two converging terraces linked to a double-height communal hall/dining area, which opens out through a conservatory to a south-facing garden (Fig. 3.133). The hall has the feel of a foyer of a hotel or a great hall of a country house; it is spacious but not overwhelming, colourful and full of light (Fig. 3.135). There are eight bedrooms in each residential terrace and a semi-private day room, which incorporates a dining area and kitchenette, a sitting space around a fireplace and a balcony overlooking the river. The accommodation also includes specialist assisted bath/shower rooms, library, chapel, laundry and kitchen and consulting and treatment facilities.

Most noticeable is the strong sense of caring that exists for the residents on the part of the church community who run the building, much on a voluntary basis. The building quality very much helps creates the environment in which this atmosphere can flourish.

Archetype, 1/94, pp. 35–38; *AJ*, 20/5/92, pp. 30–45.

WILTSHIRE

Town centre regeneration, Calne, SN11

1996. Aaron Evans Associates.

R. Chippenham but private transport necessary

The demolition in 1983 of a large factory in the centre of Calne created a vacant site of 2.5 hectares (6.2 acres). The North Wiltshire

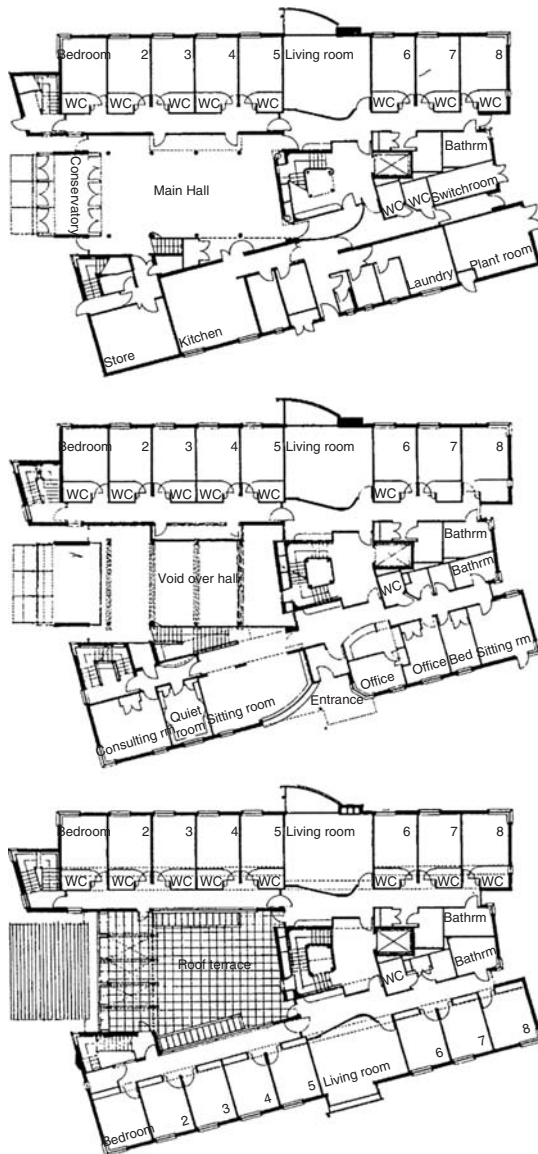


Figure 3.133 Bridge Care, Bath: sheltered housing for elderly people.

District Council wished to see the land used for town centre development and established the Calne Project partnership between the county, district and town councils, English Heritage, local businesses and voluntary organisations. ARC Developments, with Aaron Evans were appointed in 1989 to develop

proposals for the river bank and a further two sites in the town centre.

Funding for new housing was eventually secured in 1993 from the Housing Corporation by a partnership between the District Council, the Knightsbridge Housing Association and Cowlin Developments. The outcome is a delightful scheme of 22 houses, 6 flats and 3 shop units designed in simple terraces along existing streets. It is built with a variety of materials, including Bath stone, red stock bricks, slate, lead work and clay single Roman tiles. Traditional elements – dormers, balconies, string courses, stone and brick head and sill detailing, a mixture of traditional and sash cottage style windows – successfully integrates the new development into an old town conservation area (see Fig. 3.113 on page 262).

AJ, 7/11/96, pp. 34–35.

Earls Manor Court, sheltered housing for elderly people, Winterbourne Earls, SP4

1992. Sidell Gibson Partnership. R. Salisbury but private transport recommended

This delightful scheme by the English Courtyard Association consists of 8 two-bedroom flats, 8 two-bedroom cottages, 4 three-bedroom cottages and a warden's flat. These are grouped around two courtyard gardens linked by open archways (Fig. 3.136). The superb use of local brick, stone, flint decoration and clay tiles, together with the long, low rooflines and dormers, has created a timeless quality.

Certain design and management details differ to sheltered housing in the public sector. Firstly the scheme has to attract people who are downsizing from privately owned houses. Space is therefore put into the dwellings rather than into communal meeting rooms. This works at Earls Manor Court because residents meet their neighbours and entertain



Figure 3.134 Crown Street Buildings against the Grade 1 listed Corn Exchange, Leeds (p. 290).



Figure 3.135 Bridge Care: lunch-time in the communal hall/dining room.

in their own homes. Secondly, the gardens are immaculately cared for by the warden's husband, which has proved preferable to contract maintenance. Finally, the presence of a 24-hour resident warden on site is vital to the scheme's success – residents are looked after until they can no longer do so themselves when alternative living arrangements are made by relatives or by the Association.

B, Housing Design Awards 1993, 11/93, p. 17.

Yorkshire and Humberside

BEVERLEY

Market town housing, Beverley, HU17

R. Beverley

The central area of the small market town of Beverley possesses a number of extremely

well-designed private and housing association developments that contrast markedly with the speculative housebuilders estates on the periphery.

Globe Mews, Dog and Duck Lane (1982). *David Ruffle Associates*. Built by Tallishire Limited, this scheme demonstrates that there is sound commercial potential in developing urban sites with compact high-density housing for sale (Fig. 3.137). The layout followed a design brief drawn up by the local planning department. The houses are a mixture of two- and three-storeys grouped around a tight mews court of Essex Design Guide proportions. Each has its own small walled garden at the rear. The massing of the buildings and the varied roofline combined with the screen walls and garages are very much in scale and character with its location. The use of integral garages has enabled a high density of 29 dwellings per acre (72 dw/ha) to



Figure 3.136 Earls Manor Court: excellent use of local building materials.



Figure 3.137 Globe Mews: tight urban spaces in a town centre development.

be achieved with a car parking provision of two spaces per dwelling.

DOE/RIBA/NHBC, Housing Design Awards 1983, p. 10.

St Andrew Street co-operative sheltered housing (1987). *York University Design Unit/Crease Strickland Edmonds*. Faced in 1977 with the prospect of wholesale clearance of their housing next to Beverley Minister, the residents of St Andrew Street formed themselves into a Co-operative Housing Association with the aim of revitalising their community. It was eventually decided to improve the best of the existing rundown nineteenth century terraces and demolish the worst to make way for new houses. Land adjacent to the Minister was acquired



Figure 3.138 Beverley: St Andrew Street Co-operative sheltered housing.

from the Council for additional new building to expand the Association into a viable self-sufficient body and help further the Council's conservation area objectives. The new housing on this land was built only after a fierce contest and a public inquiry on whether it was right to develop the open land in front of Beverley Minister.

The new housing comprises 36 two-storey flats, a warden's house, and a common room. In addition there are 11 two- and three-storey houses with five general needs flats located to the east of St Andrew Street. The housing is beautifully designed (Fig. 3.138) with an abundance of local construction detailing and block paved roads and courts overlooking a green at the back. The existing housing has been sensitively restored and the project in total was completed in 1987.

BRADFORD

Rural Housing, Scalebor Park, Moor Lane, Burley-in-Wharfedale, LS29

2003. Architects: David Wilson Homes (lead architect), Waller and Partners. R. Burley-in-Wharfedale.

Scalebor Park, built by David Wilson Homes is situated between Leeds and Bradford on the edge of the village of Burley-in-Wharfedale. The development was subject to a public enquiry and stretched to the limits government policy on greenbelt development.

The design comprised 139 dwellings in four elements: a formally planted Georgian Square made up of 86 mostly terraced houses in three-storey form (Fig. 3.139), a new build cul-de-sac of 12 brick detached houses,



Figure 3.139 New rural settlement, Scalebor Park, Burley-in-Wharfedale.

16 stone clad larger properties and three blocks of housing in converted former hospital buildings. The parking ratio is 0.6 spaces per dwelling located in groups or on street with some garages integral with the housing – very low for such a rural location. The density of the square is 35 dwellings per hectare (14.5/acre). The communal spaces and planting is managed on behalf of the residents at an annual charge of around £200 per year. The project shows the popularity of a formal historical set-piece. The selling price for the dwellings in mid-2004 was between £266,000 and £410,000, which placed the development far beyond the reach of most of the existing rural community.

www.buildingforlife.org

KINGSTON UPON HULL

In comparison with other cities in the north of England, Hull has been slow in developing its extensive waterfront, yet it was one of the first to convert warehouses into housing in the early 1980s along its mediaeval High Street. The Deep “submarium” by Terry Farrell, which stands at the entrance to the River Hull from the Humber, is a focus for what could be achieved. There are now plans to build 3000 new dwellings in the city centre and tackle its severe housing problems through the Gateway Housing Market Renewal Pathfinder.

During the 1980s and 1990s, Hull developed three highly innovative housing projects for the time. The creation of a new

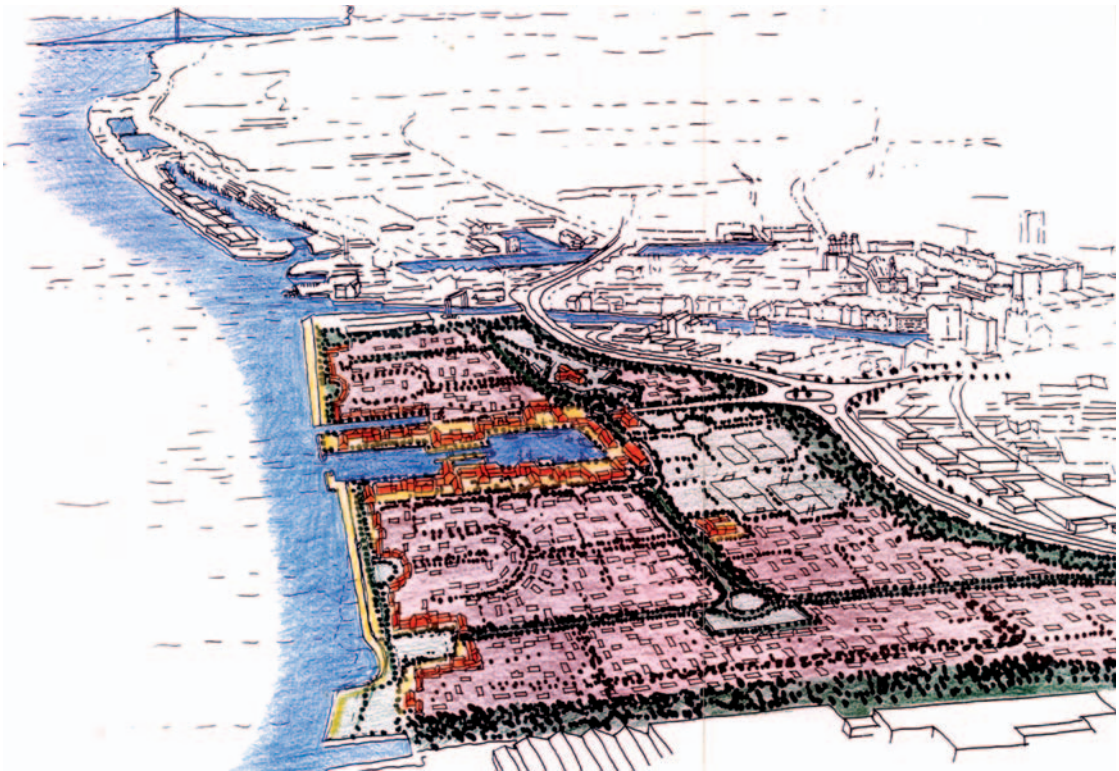


Figure 3.140 Victoria Dock, 1986 concept drawing (Hull City Architect's Department).

1,200 dwelling village at **Victoria Dock**, South Bridge Road, HU9 by Bellway Urban Renewal (Architects: Hull City Council Technical Services Department and Brown Smith Baker) included the reconstruction of 2 miles of river promenade and a new park (Fig. 3.140). The joint venture project at **Gipsyville** (Askew Avenue, HU4) with Keepmoat Ltd. (Masterplanners: Hull City Council Technical Services Department) regenerated an inter-war council estate, retaining and improving half the existing housing whilst clearing the rest and redeveloping the sites with private housing. Half of Keepmoat's profits from the sale of new private houses were ploughed into improving the Council housing. Both schemes have been successful in raising quality of life and encouraging people to continue to

live in the city (B, Regenerate (supplement), 4/06, pp. 26–33).

**North Hull Housing Action Trust,
Greenwood Avenue, HU6**

1999. Brown Smith Baker and Partners (Hull); Hull City Council Technical Services Department; Gammond Evans Crichton Ltd; Hurd Rollands Partnership; The Wilkinson Hindle Halsall and Lloyd Partnership. R. Hull Paragon

The third achievement for Hull in the 1990s was the designation of the North Hull Estate, in 1992, as the first of six, Housing Action Trusts (HAT) in Britain. Its task was



Figure 3.141 North Hull HAT: transformation of an inter-war cottage estate.

to improve 2000 inter-war, cottage-style houses and develop approaches to social and economic regeneration. Tenants participated extensively in the design process, and the refurbishment of the houses and environment has been implemented to a very high standard (Fig. 3.141). In addition to the mandatory improvements – re-roofing, new doors and windows, damp proof courses, dry-lining internally, etc. – most tenants were offered the opportunity to select their own additional improvements from a menu of choices ranging from rear porches, to French windows, wall lights, higher-quality kitchen units, and many more. Each item was valued on a points system and the choice could be made up to an agreed level. A small number

of new houses were built to accommodate young people and families who were living with their parents and needed their own accommodation.

The physical improvements were supported by social and economic initiatives to raise the level of personal awareness, health and self-esteem, particularly on the part of women. Training and education to enable people to acquire employment skills and education opportunities were made available. Some local people worked for the contractors or for the HAT itself. The “exit strategy” included the establishment of a Community Development Trust to continue the social/economic development and ensure the sustainability of the investment.

LEEDS

Chapel Allerton Town Street redevelopment, Leeds LS7*1970. Leeds City Architects. R. Leeds.*

This small scheme in an old village that was encompassed long ago by the city of Leeds contrasted greatly with much of the other local authority housing built in the early 1970s. The houses now appear somewhat dated but at the time the scheme was much admired, particularly the layout (Fig. 3.142). The previous houses were cleared as part of the city's slum clearance programme but several fine buildings remained on the periphery the site including the Wesleyan Sunday School, the Nags Head Hotel, Leak Cottage and The Old House.

The mix for the 38 houses was typical of the time – 25 per cent one bedroom, 45 per cent two bedroom and 30 per cent three bedroom. The housing cost yardstick then allowed garages to be provided on a one for one basis. The key feature of the scheme was the use of the former Town Street for pedestrians only leading to an existing shopping centre to the west and to the local primary school. This was made possible by the construction of three new roads around the site. The informal layout of dark brick clad houses follows the line of the curved pedestrian route and opens out into well-proportioned squares echoing the quiet atmosphere of the former village.

AJ, 1/12/71, pp. 1245–1247.

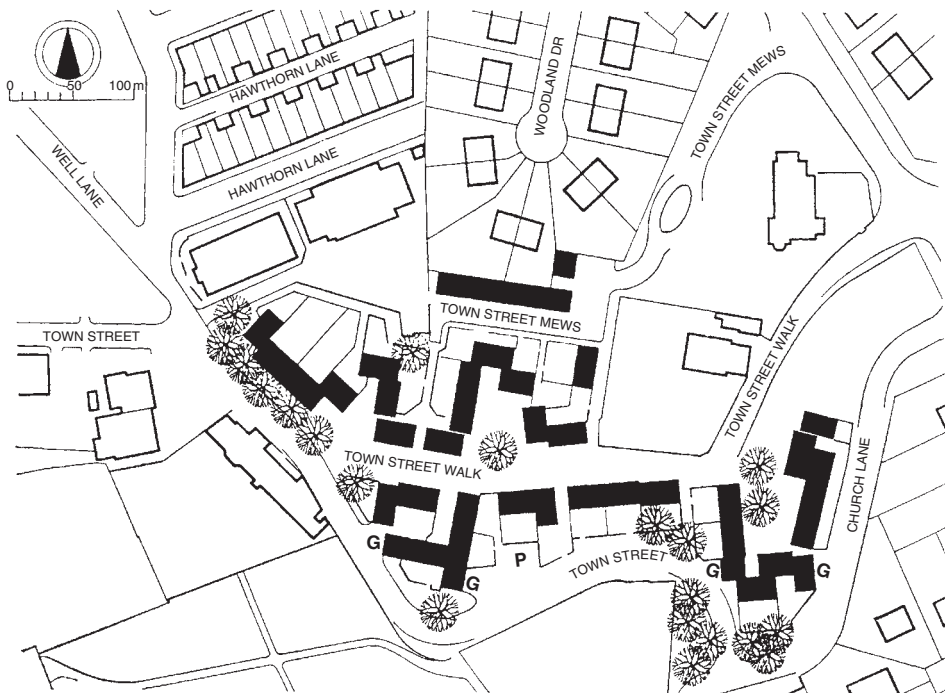


Figure 3.142 Chapel Allerton Town Street development (plan by Leeds City Council Architects from *AJ*, 1/12/71, pp. 1245–1247).

The Calls/Leeds City Centre, LS2 and LS10

*From the mid-1980s. Architects as
mentioned. R. Leeds*

The regeneration of the Calls below the railway was initiated by the Leeds Urban Development Corporation during the mid-1990s (Fig. 3.143). This has been followed in recent years by a massive building of high rise development in the Calls and the city centre generally. (*AJ*, 22/5/97, p. 33).

One of the largest developments is at the refurbished **Clarence Dock** on the River Aire beside the Armouries Museum where there will eventually be 1,100 dwellings in six apartment buildings (2004 onwards. *Master-planners and Architects*, Carey Jones Architects). Other schemes include the **Fearn's Island**

Mills scheme – a mixture of conversion of Grade II listed mills and new seven-storey building (2005, *Cartwright Pickard*) (*BD*, housing supplement, 30/6/06), **North Street** – 80 apartments including twelve affordable homes (2006, *Carey Jones Architects*) (*R&R*, 7/7/06, p. 10), and Crown Street buildings.

Crown Street Buildings, Leeds LS2 (2004)

Allford Hall Monaghan Morris. R. Leeds

This is a mixed-use development in a triangular block adjacent to the Grade I listed Corn Exchange by Cuthbert Broderick (see Fig. 134 on page 282). It contains 55 flats on three levels including penthouses on a setback fifth floor above a two level base of commercial



Figure 3.143 The Calls, Leeds riverside regeneration from the Centenary Bridge with (right) housing by DLA Architecture Ltd and (left) office development by Allen Tod Architects.

space in the ground floor and basement. The external elevation to the city is a robust and lively combination of pressed Victorian bricks and coloured faience infill panels which graduate in colour from a cobalt blue from the elevation on Calls Lane through to acid green to bright yellow on the third elevation. Amongst the other achievements of the scheme was the incorporation of an existing terrace, now refurbished as shops and apartments. On the direction of Leeds City Council no parking was provided.

The housing is entered through a new private landscaped courtyard at first floor level. Access to the three levels above is by decks suspended from the building line with private gangways leading to individual doorways. This makes apartments more private than they would otherwise have been. The project received a Housing Design Award in 2006.

Housing Design Awards 2006 publication, pp. 16–19; AJ, NHBDA Report, 7/06, pp. 34–35, 58–59; BD, 4/11/05, pp. 14–15.

**Second Millennium Village,
Allerton Bywater, nr Castleford,
WF10 (Phase 1)**

*2006. Philip Rickinson Architects
R. Castleford*

Allerton Bywater, situated 10 km south of Leeds city centre, was a former coal mining village. The concept of creating a Millennium Village was launched in 1998 by Deputy Prime Minister, John Prescott, as a follow on from the Greenwich Millennium Village in London – “It would be equally as good as its predecessor” [1]. It is also one of seven sites for development as part of the government’s Sustainable Communities Plan.

The village is being developed by English Partnerships. The masterplan proposes 520 homes, 25,000 sq.m. of commercial and community space for 4,000 residents. An essential

part of the management of the project was the establishment of the Allerton Bywater Community Partnership as a limited company with residents as directors to find and maintain funding for the shared facilities. Further involvement created opportunity for training in construction with the developers and the renovation of the former miners’ centre at the village green.

The first phase of development by Miller Homes contains 43 dwellings ranging from two-bedroom apartments to four-bedroom houses. A fifth of the dwellings are affordable. A stringent benchmark was set to reduce home energy consumption by 20 per cent, domestic waste by 50 per cent, increase plot and dwelling size and to provide adaptable IT cabling to each home. The houses also had to gain an EcoHomes top score of “excellent”. The scheme includes home zone areas to create an environmentally friendly environment. The architectural approach looks conventional (Fig. 3.144) in comparison to the multi-coloured housing at Greenwich but English Partnerships accepted that Allerton Bywater “is not London” and that innovation requirements would mean that the build cost would exceed the sales value [2].

- [1] B, Regenerate supplement, 4/05, p. 7; [2] B, Regenerate supplement, 9/06, pp. 46–47; R&R, 22/9/06, p. 9; B, 2/3/07, p. 45.

SHEFFIELD

**Park Hill/Hyde Park, Duke Street,
Sheffield, S2**

*1961. Sheffield City Architects,
J.L. Womersley (City Architect),
J. Lynn, I. Smith, A.V. Smith; Park Hill
Regeneration. Hawkins Brown.
R. Sheffield Midland*

Park Hill. The site overlooking the railway station was considered suitable for high-density,



Figure 3.144 Allerton Bywater: Yorkshire's millennium village.

housing by Sheffield City Council in the 1950s because it was close to the city centre and was on the windward side of the industrial area of the Don Valley. There was open space nearby and the topography of the site allowed scope for planning high flats with ample light, air and magnificent views (pp. 13–15 and Fig. 1.8). The scheme comprised 495 flats and 500 maisonettes built at an average density (net for housing) of approximately 56 dwellings per acre (138 dw/ha). The terraces of dwellings were arranged to create a series of large inter-locking courtyards containing children's play spaces, kick-about areas, seating places, etc. (Fig. 3.145). The scheme included a primary school, shopping centre originally

containing 31 shops, 4 public houses, a social centre, laundry, boiler house, Garchey refuse station and garages.

The structure was a reinforced concrete frame, partly board marked, with concrete balcony fronts and brick infill in four shades – a progression of purple, terracotta, light red and cream. The steeply sloping site made possible a continuous flat roof of even height and for the access decks at every third floor to come out at ground level. The width of these “streets in the sky” was an essential part of the social concept for recreating the spirit of the former terraced streets and enabling direct access for milk floats and other services to all front doors. Whole streets

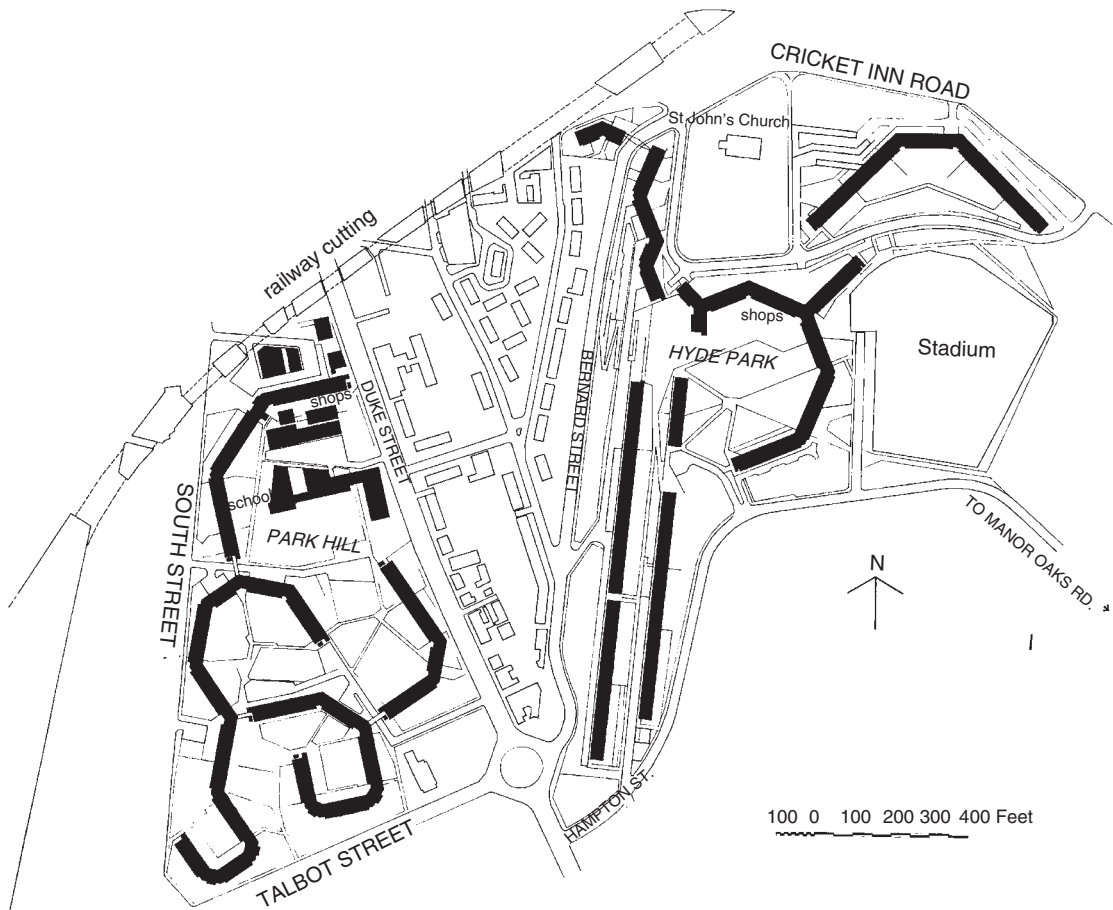


Figure 3.145 Park Hill and Hyde Park (from Sheffield City Council, *Ten Years of Housing*, p. 39).

of people were transferred from the old to the new housing, which meant that everyone knew their neighbours. People were positively helped to settle in and social groups were set up. During its early years, Park Hill was a showpiece of social housing.

Park Hill is now Grade II* listed and cannot be enveloped. This has been taken on board by developers, Urban Splash, who with architects, Hawkins Brown, have planned with English Partnerships, the Housing Corporation and Sheffield City Council to carry out regeneration proposals which will include new dwellings for sale, and for rent through the

Manchester Methodist Housing Association and housing for shared ownership. Whilst the proposals require huge sums of money for repairing the concrete structure and the flats themselves, and attracting mixed tenure, much emphasis has been placed in the proposals on raising the image of the estate through extensive landscaping of the external spaces, including providing allotments and a bowling green. Also important is the provision of shopping, offices, industrial space, health and community buildings, and a large car park (Fig. 3.146) (DBS Architects, Sheffield, 1993).



Figure 3.146 Regeneration proposals for Park Hill (drawing reproduced by courtesy of Hawkins Brown, Urban Splash, Studio Egret West and Binary Heart).

Hyde Park. A second scheme followed in the mid-1960s, built on the higher ground above Park Hill. This contained 1,313 flats and maisonettes at a density of 46 dwellings per acre (114 dw/ha). The development was in two distinct parts, two long terraces of four-person flats with six-person maisonettes above which follow the contours, and a deck access scheme up to 18 storeys. It was likened to an Italian hill town but was never as successful as Park Hill. During the early 1990s, most of Hyde Park was demolished except Castle Court, which was enveloped and improved for the World Student games and as accommodation for young people thereafter (Fig. 3.147). The two long terraces were also over-clad in colourful brickwork and rain screen cladding.

Sheffield City Council, *Ten Years of Housing in Sheffield*, 4/62, pp. 38–55; B, 22/4/55, pp. 669; AJ, 23/8/61, pp. 271–286; AR, 12/61, pp. 405; RIBA J, 12/62, pp. 447–471; AJ, 21/7/65, pp. 157–170; AJ, 20/8/69, pp. 465; RIBA J, 10/95, pp. 52–60; B, *Housing Design Awards*, 11/93, p. 13; AJ, 6/10/05, pp. 16–17; Park Hill Regeneration: AR, 3/07, pp. 74–77.

Gleadless Valley, Blackstock Road, S8/S14

*Early 1960s. Sheffield City Architects.
R. Sheffield Midland*

Gleadless Valley is a complete example of a 1950s/early 1960s mixed-development scheme (see p. 9). Started in 1955, the estate was planned to accommodate some 17,000 people in 4,451 dwellings. The site was divided naturally into three neighbourhoods by a large area of woodland but linked by a foot-path system. Each neighbourhood was provided with its own junior and infant school, shopping centre and other communal facilities (Fig. 3.148).

The general pattern of development included two-storey houses, three-storey block of flats, and four- and six-storey maisonettes. Three 13-storey tower blocks crowned the hilltop at Herdings and formed the architectural climax of the development. The layout was a model for hillside housing demonstrating many ways of building on steep slopes. The form of housing was determined by the extent and direction of the slope. On



Figure 3.147 Castle Court: Over-cladding and new life for part of the Hyde Park flats.

very steep slopes, for example, Fleury Road, completed in 1962, “upside-down” houses were built with the living room on the first floor and the bedrooms below. Six-storey maisonettes had bridge access to an intermediate level entrance. On less severe slopes “mezzanine” entrance houses were developed which enabled living rooms to be close to the ground without steps down to the garden.

Where houses were arranged down the contours, the houses were generally narrow fronted to reduce the extent of stepping between dwellings. Where the site was very steep, the terraces were staggered to allow footpaths to run diagonal with the contours.

AJ, 20/8/69, pp. 466; Sheffield City Council, *Ten Years of Housing*, 4/62, pp. 14–27.



Figure 3.148 Hillside housing at Gleadless Valley, Sheffield.

YORK

New Earswick, YO31

*1901. Parker and Unwin. 1966.
Refurbishment: The Louis de
Soissons Partnership. R. York +
local transport*

New Earswick began 1901 when Joseph Rowntree purchased an estate of 150 acres (60 ha) near his cocoa factory, some 3 miles north of York. Here he and his architects, Barry Parker and Raymond Unwin built the first stages of an urban village that has continued to be developed up to the present day.

Although the site was flat, the planning of the village took full advantage of the natural

features on the site. Trees and hedgerows were preserved but the sensitivity of the design is best seen in the south-east of the site where the houses follow the line of the brook (cover). Unwin believed that the layout of the houses should be free from the constraints of the street pattern. Consequently pedestrian paths weave their way through the housing to the village green around which are arranged the shops, school, church and the Village Institute (the Folk Hall). The first cottages were full of picturesque interest with long, low, red pantiled roofs overhanging walls finished with roughcast render. After 1918, the need for severe economies resulted in much simplified designs but despite this the village has a strong sense of identity due in no small part to Parker and Unwin's plan and



Figure 3.149 New Earswick: successful conversion to a Radburn layout.

landscaping treatment which ties the whole village together.

In the late 1960s major refurbishment took place, which included bringing the houses up to Parker Morris standards, more easily accommodating the motorcar and landscaping the open spaces between the houses. The road and footpath pattern separated pedestrians from vehicles along Radburn lines in order to increase accommodation for motorcars. This considerably enhanced the quality of the village (Fig. 3.149) except that many of the original chimneystacks were removed. Development has continued in recent years with the completion of new lifetime homes and a village for elderly people – Hartrigg Oaks.

AR, 60/78, pp. 327–332.

**Lifetime Homes: Alderway,
Conifer Close, Spruce Close,
Jasmine & Acuba Close,
New Earswick, YO31**

*1996. Jane Darbyshire & David Kendall
Ltd. R. York + Local Transport.*

Jane Darbyshire's extension to New Earswick was based on a thorough study of both the principles behind the original designs of Parker and Unwin and the improvements made in the late 1960s. The proposals comprised 89 dwellings in a mixture of two-storey houses and flats and bungalows. These are clustered around



Figure 3.150 Lifetime homes at New Earswick.

carefully landscaped shared open spaces and a linear Village Green, which creates a focus for the development. The layout reflects the Radburn principles adopted for the environmental improvements in the 1960s, which had proved successful. This resulted in some housing fronting on to pedestrian routes but clustered at the back around small, secluded culs-de-sac. The new houses were generally semi-detached with a gated private outdoor link from front to rear. This together with the careful location of visitor parking avoided any misunderstanding of front and back.

All dwellings were designed to “Lifetime Homes” standards (pp. 31–33). They would be accessible and adaptable, to the needs of the occupiers, throughout their lifetimes (Fig. 3.150). The houses were built of traditional materials – clay pantiles and Yorkshire slop mould bricks – and given an intimate scale with low eaves lines and sheltering porches.

Bretgate/Walmgate, infill housing, YO1

1982. York University Design Unit.
R. York.

The City of York possesses many fine examples of new infill housing which makes a modern contribution to the quality of the historic scene. Bretgate was one of the earliest examples and, as such, it set the standard that has rarely been surpassed. Commissioned by the York Housing Association Ltd., the 53 flats replaced an area of slum housing within the city walls.

The housing was built on the street boundaries of the site, which enabled a large internal block-paved courtyard to be created. This provides space for car parking, but the surface treatment of block paving, which matches the brickwork of the housing, gives the space a very pedestrian feel. The now mature trees were very carefully located to avoid

overshadowing in the courtyard. These, together with the simple railings around front gardens and other items of street furniture, create a simple environment appropriate to a site in the centre of York.

The design of the housing made use of the roof space by incorporating inset balconies overlooking the courtyard below, which take full advantage of their sunny orientation. This adds to the sense of friendliness in the courtyard and has been a great success (Fig. 3.151).

A second scheme of great note in the centre of York by the Design Unit is Margaret Philipson Court, Aldwark.

DOE/RIBA/NHBC Housing Design Awards 1983 publication, p. 44.

Supported housing unit and apartments, Moss Street, York, YO23
 2006. *Bramhall Blenkharn, R. York*

The site, bounded by Moss Street and Scarcroft Lane, is on the North-west corner of Scarcroft Green, and is close to York's city walls. Yorkshire Housing's brief was to create a supported unit (a refuge for women and their children suffering abuse) and a range of 22 apartments for market sale to fund the refuge.

The design makes maximum use of the site with apartment buildings close up to the back edge of the footpaths to Moss Street and Scarcroft Lane to make space for a green environment within the site. Along Moss Street, the apartment buildings are brick with largely slate roofs. Set against this are two-storey rendered bays set parallel with the road edge. At the corner of Moss Street and Scarcroft Lane the apartments were designed to visually turn the corner. The supported unit is at the back of the site. Its design was deliberately bold to be non-institutional. It is constructed with timber clad flank walls



Figure 3.151 Bretgate, York: compact housing within the city walls.



Figure 3.152 Supported housing at Moss Street, York.

which surround a more open building with windows sited to maximise daylight whilst respecting the privacy of the occupants and avoiding overlooking of surrounding properties. The rest of the building is clad in blue render and patinated copper. The result has been well received by the occupants and the local community (Fig. 3.152).



Wales

4

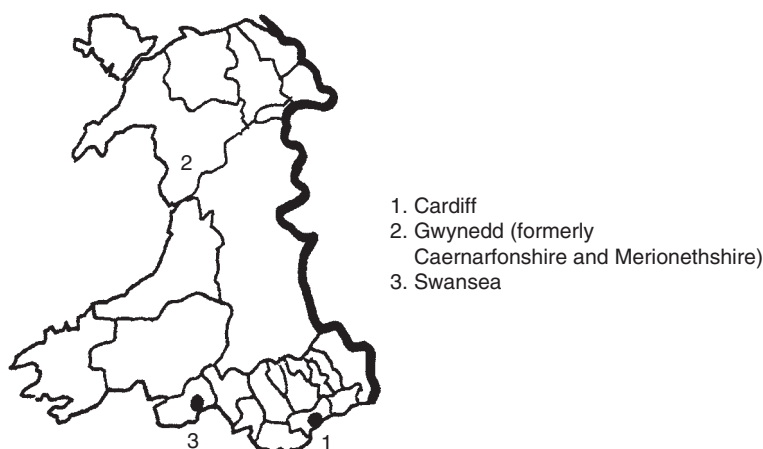


Figure 4.2 Wales: location of schemes.

CARDIFF

Cardiff Bay Regeneration, CF99

1987. Regeneration strategy:
(Masterplanners) Llewelyn-Davies
Planning; architects as mentioned.
R. Cardiff Central/Cardiff Bay/Penarth

Designated in 1987, the Cardiff Bay Development Corporation commissioned Llewelyn-Davies Planning to produce an overall

“Regeneration Strategy” for 1,100 hectares (2700 acres) of old derelict docklands of Cardiff and Penarth. The key to the urban design concept was the construction of a barrage across the entrance to the bay to create a 200 hectare (500 acre) freshwater lake. This proved highly controversial as many people wished to preserve the natural habitat that existed on the mud banks. The Development Corporation ceased to exist

Figure 4.1 The Promenade, Swansea Maritime Village (p. 307).

in 2000 by which time it had created a mix of 4,800 new dwellings, 79 hectares of open space (195 acres), and, in addition, substantial amounts of commercial, leisure and industrial development. This includes Richard Rogers's Senedd – the home of the National Assembly for Wales – and the Wales Millennium Centre.

Amongst the first residential developments to be completed was **Atlantic Wharf**, where in the mid-1990s the very fine nineteenth

century Spillers and Bakers warehouse was refurbished and converted into housing (Fig. 4.3). Most of the housing in Atlantic Wharf (Schooner Way) is traditional but this is much tempered by the mature landscape structure provided in association with a canalside walk. The edge of the development is framed by three- and four-storey terraced housing lining the long, newly constructed Lloyd George Avenue, which links Cardiff Bay to the



Figure 4.3 Cardiff Bay: conversion into housing of the 1893 Spillers & Bakers Ltd Warehouse at Atlantic Wharf.

city centre (Fig. 4.4). Other developments of note are:

Adventurers Quay (design: *Richard Reid*; second stage: *Osborne V. Webb and Partners*), located close to the National Assembly building, is a mixture of town houses and flats located on a prominent point at Roath Basin (Pierhead Street) (Fig. 4.5).

Sovereign Quay (Fig. 4.6) at Havannah Street overlooks the Graving Docks and is part of a complex of buildings including the landmark St David's Hotel.

Penarth Haven (*Halliday Meecham*), across the bay, is a pleasant waterfront scheme of two- and three-storey town houses and flats designed around the former dock system (Fig. 4.7).

GWYNEDD (FORMERLY CAERNARFONSHIRE AND MERIONETHSHIRE)

Holiday housing, Porthmadog, LL48

*1974. Phillips/Cutler/Philips/Troy
(now PCPT Architects Ltd).
R. Porthmadog*

Whilst this scheme mainly provides second homes, its design was highly admired at the time of its construction because of the dense grouping of buildings in a wild natural landscape (Fig. 4.8). It is best seen from high up on the walls of Harlech Castle from where the houses seem to rest with some uncertainty on the flat estuary below. Its sharpness contrasts



Figure 4.4 Lloyd George Avenue.



Figure 4.5 Adventurers Quay, viewed from across the Cardiff Bay waterfront.

significantly with its landscape setting. Initially the design caused controversy from both the public and the local planning authority, but when built it became accepted and admired. Clough Williams-Ellis, whose Portmerion is just round the corner, commented that these little harbour houses are “special” in design ... the sawtooth skyline of their roofs, alternatively pitched this way and that in a single span, is fidgety, yes, but becomes interesting and then acceptable as one recovers from the initial shock.

Aj, 18/9/74, pp. 650–653.

SWANSEA

Maritime Village, Swansea, SA1
1975+. *R. Swansea*

Swansea was the first industrial seaport in the UK to set about its problems of dockland

and industrial blight in a comprehensive way. It did so without an Urban Development Corporation or any other form of direct government intervention. However, maximum benefit was taken of South Wales’s special economic status with respect to government aid, but its success came entirely from public initiative as the City Council, during the 1980s, managed to exploit every form of public finance and seek effective partnership arrangements with the private sector. The scheme also benefited from the City Council ownership of most of the land, which simplified the planning process and the phasing of the infrastructure works.

One of the first buildings to be completed in 1975 was a new leisure centre and 54 local authority houses. The Marina opened in 1982 and private sector developments quickly followed. Today the Village has a conference hotel, a food store, offices, shops, restaurants, an art gallery, a hostel, a boat club and



Figure 4.6 New housing at Sovereign Quays overlooking the Graving Docks.



Figure 4.7 Penarth Haven.

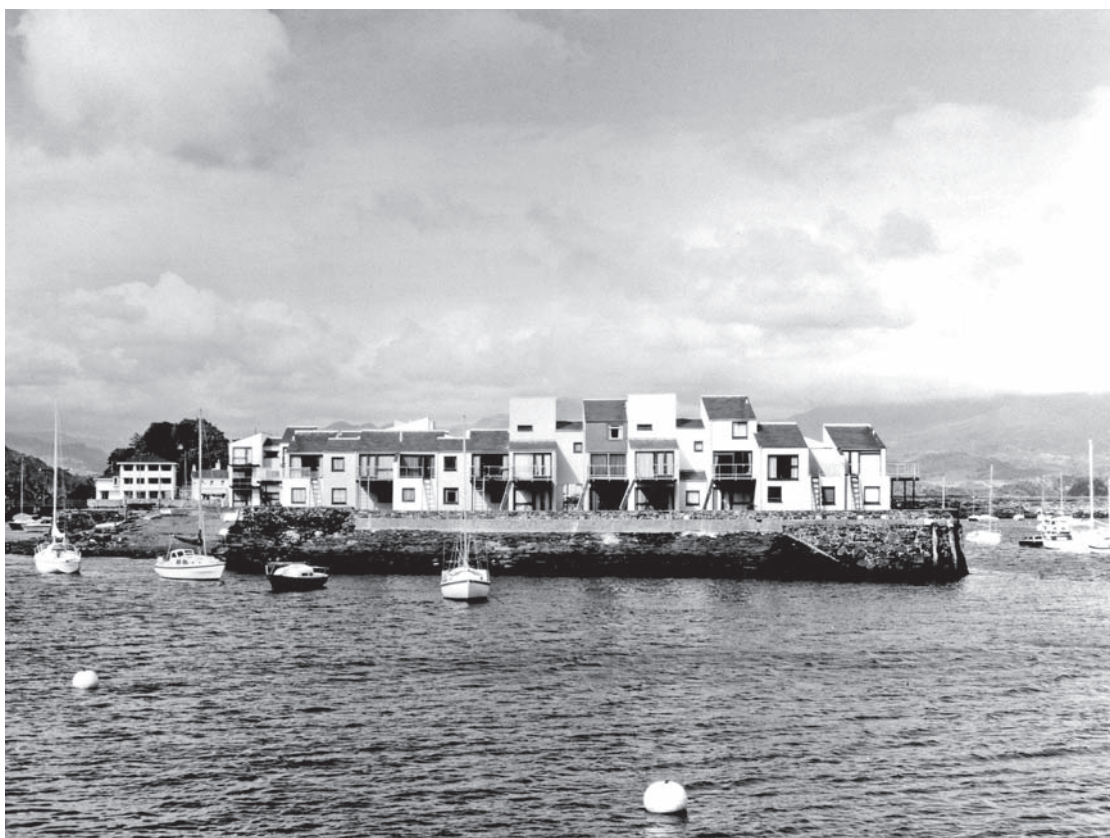


Figure 4.8 Portmadog: this harbourside scheme was very influential at the time of its completion (photograph by Architects).

a multi-storey car park. The development has created some fine urban townscape and what was once derelict has been transformed to become a major asset for the city (Fig. 4.9) (Colquhoun, I., *Urban Regeneration*, pp. 97–98).

Abernethy Quay/Ferrara Square, off Trawler Road (*Burgess Partnership*, 1986). This group of 256, three- and four-storey blocks of flats is situated on the southern side of the Maritime Village. It was a joint venture between developers, Kingdomwide, who provided 223, one- and two-bedroom flats for sale and the Family Housing Association who funded 33 single-person flats for rent. The housing is grouped to create small

semi-public squares and walkways around the edge of the docks. Steel balconies are juxtaposed with bright blue and red cladding, brick and blockwork.

Ferrara Quay/Marina walk, off Trawler Road (Halliday Meecham Partnership, 1988. Craftsmen for the civic artworks: sculptor – Philip Chatfield; steel compiler – Robert Conybear; potter – Martin Williams; wood carver – Jack Whitehead). Overlooking the revitalised seafront and promenade on one side and the south dock marina on the other, Ferrara Quay is one of the most striking of the housing projects. Developed by Lovell Urban Renewal, it comprises 287 dwellings on a site of approximately 5.5 acres (2.2 ha).



Figure 4.9 Maritime Village, Swansea.

On the northern boundary the housing was designed to reflect a warehouse silhouette. In contrast, the dwellings on the south side of the site are three-storey, three- and four-bedroom houses with traditional seafront facades of coloured render (Fig. 4.1).

The paved public spaces and walkways are enhanced with contemporary public sculpture. This is a mixture of carved stone panels on the buildings and pieces of individual sculpture that are intended to provide a focus of interest at key points in the development and create a sense of “genius loci”. The extensive use of timber and metal pergolas and substantial planting serve a functional purpose in screening the open courtyard car parking.

B, 8/4/88, pp. 54–60.

Penplas Urbanbuild, timber-framed housing, Woodford Road, Penplas, SA5
 1991. *PCKO Architects. R. Swansea + local transport*

Swansea City Council provided a site for this American Plywood Association initiative that was intended to demonstrate the benefits of timber-framed housing and to promote its use in urban regeneration. The volume house builders were unwilling to support the proposals but Gwalia Housing Association agreed to become a co-promoter with the American Plywood Association of an architectural competition.

The winning design produced a modular design solution that allowed for a high degree of repetition in the prefabricated timber frame whilst achieving the potential for considerable variety of building forms. Family

dwellings were developed on a simple generic plan which could produce two- and three-bedroom houses and one- and two-bedroom apartments by simple additions, links, split levels and minor modifications of the basic plan. The system enabled the layout of the dwellings to engage corners, enclose views, create dominant elements and use sloping site to advantage (Fig. 4.10). The timber construction also gave considerable design freedom in the positioning and shape of the window areas and the lightness of the timber cladding in the upper parts of the dwellings. The lower parts are rendered blockwork in common with local masonry tradition and provide a robust base to the buildings (Fig. 4.11).

AJ, 4/10/92, pp. 43–50; URBED, *21st Century Homes*, p. 42; AR, 11/5/90, pp. 103–106.

**Low-energy housing, Honddu Place/
Beacons View Road, SA6**

1997. *Design Partnership Wales*.
R. Swansea + local transport

Honddu Place, a timber-framed development by the Gwalia Housing Society, was also

highly innovative. The scheme comprised 52 bungalows and two-storey flats and houses: 40 of the bungalows and flats were built to high thermal environmental standards with the support of a European “Thermi” grant covering 40 per cent of the costs of additional energy reducing features. The remaining dwellings were built to normal standards so comparisons could be made. The low-energy dwellings were built with south-facing living rooms and bedrooms arranged around a sun store from where warm air flows into the house. Sun blinds help prevent overheating in the summer. The north-facing rooms have small windows and receive warm air from the sun store via a ventilation system (Fig. 4.12). Other energy saving features were breathing wall construction, substantial insulation, heat recovery ventilation using solar collectors, and heating by means of a combined heat and power district heating system.

The project was researched by URBED between 1991 and 1995 and the results published in their book, *21st Century Homes* (1995). Their key finding was that the scheme reduced energy consumption by 25 per cent



Figure 4.10 Penplas Urbanbuild: low-energy timber-framed housing.



Figure 4.11 Penplas Urbanbuild: axonometric drawing of the scheme.



Figure 4.12 Honddu Place: passive solar energy housing.

and the pay back period was between 5 and 9 years [1].

[1] URBED, *21st Century Homes*, p. 40.

The Swansea Foyer, Quarry Street
1997. PCKO Architects. R. Swansea

In 1994, Gwalia Housing Society decided to address homelessness amongst young people in Swansea by providing much needed housing and personal support in a French-style



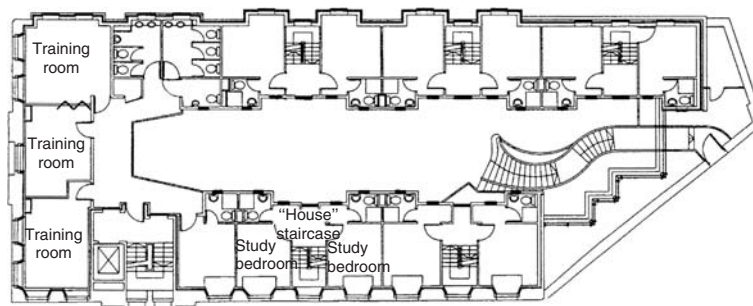
Figure 4.13 The atrium in the Swansea Foyer.

Foyer (p. 34). The brief was to provide a building that created a suitable environment in which integrated work, training and independent living could be offered to the young people. The building envisaged for the project was the former Swansea Working Men's Club, constructed in 1885 with listed elevations but eventually only the front facade was preserved as the building was too dilapidated.

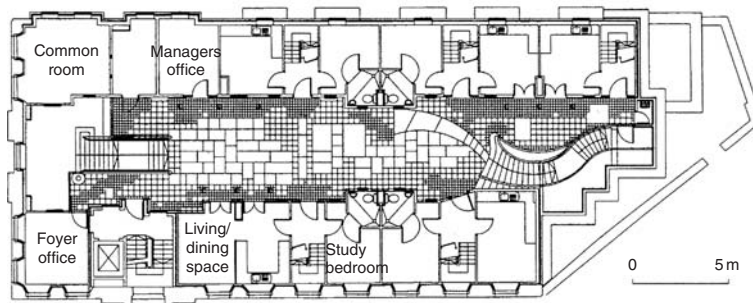
The interior is most striking with a splendid glazed atrium, mosaics and an internal colour scheme intended to create an optimistic and fun environment, which the young people

could enjoy (Fig. 4.13). The atrium forms a street from where staircases lead to individual "houses" occupied by four or five young people. Within their house each young person has their own bed-sit with a WC/shower, and there is a shared kitchen/living space. There are 33 bedsits in total, two of which are suitable for full wheelchair use, and one guestroom plus rooms for training and leisure and a residents coffee area with space for a small café (Fig. 4.14).

AJ, 19/6/97, pp. 33–40.



First floor plan



Ground floor plan

Figure 4.14 The Swansea Foyer floor plans.



Scotland

5

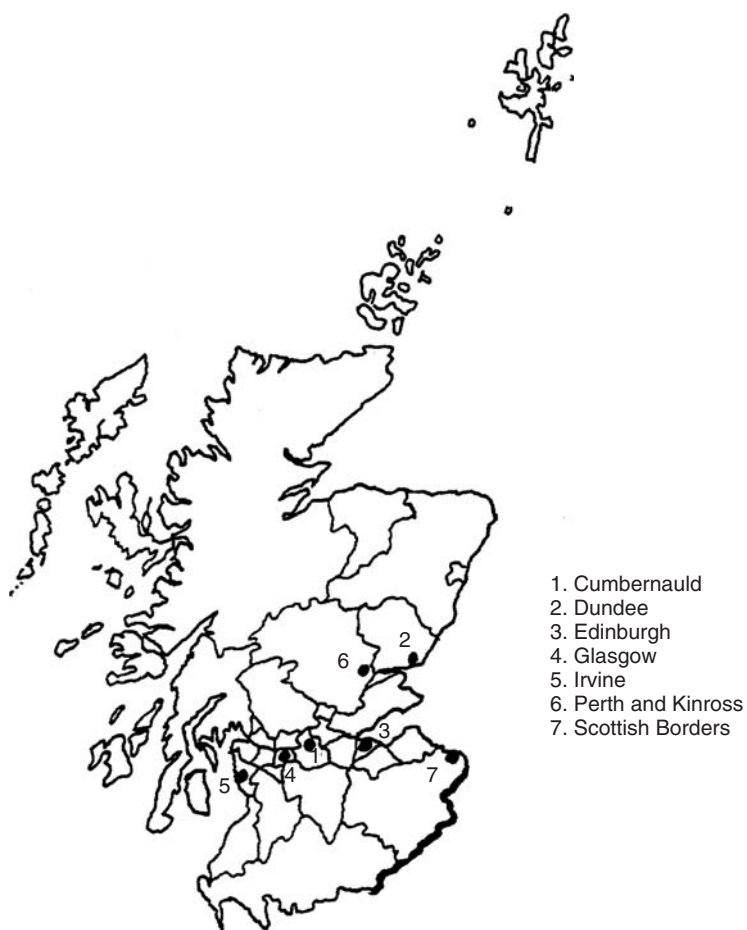


Figure 5.2 Scotland: location of schemes.

Figure 5.1 The New Gorbals, Glasgow (p. 336).

Introduction

Scottish housing merits separate consideration for a number of reasons. Whilst in recent years there has been a merger of design approach with the rest of Britain, the traditional harled and painted walls, crow foot gables, small painted sash windows (often with wide surrounds), steep slate roofs and bold chimneys gave Scottish housing a national identity. Sir Basil Spence's sketch of proposed fishermen's housing at Dunbar (Fig. 5.3), drawn in 1950, perfectly captured the spirit which has remained a strong influence even on the most modern designs [1]. There is also the spirit of Charles Rennie Mackintosh, which is evident in some of the designs.

Generally there is also a wider historical acceptance of tenement living in Scottish towns and cities. By the sixteenth century, flats were well established in market centres in Scotland as the preferred building form for merchants and tradesmen. This closely resembled the experience of continental Europe where urban settlements were often separately

administered from their rural hinterlands. Later town expansions in Scotland followed this principle and housebuilding was mainly in the form of flats, whilst in England most housing was based on variations of the terraced house. The Scottish Victorian and Edwardian working class tenement are therefore the logical development of the sixteenth century merchants' flats but in England the minimum subdivision of the terraced house was the "back to back" [2]. The practice of living in flats continued into the 1950s and 1960s when it was translated by local authorities into tenement housing in the peripheral estates and high rise. Between 1955 and 1975 no other local authority in Britain matched the scale of Glasgow's ambitious programme of public sector housebuilding.

Since 1980 there have been remarkable changes with housing policy in Scotland aimed at stimulating social and economic regeneration of the large council estates. Much of this has been achieved through tenant empowerment as exemplified in the emergence of the tenant co-operative movement. The influence of this on housing design has been significant.

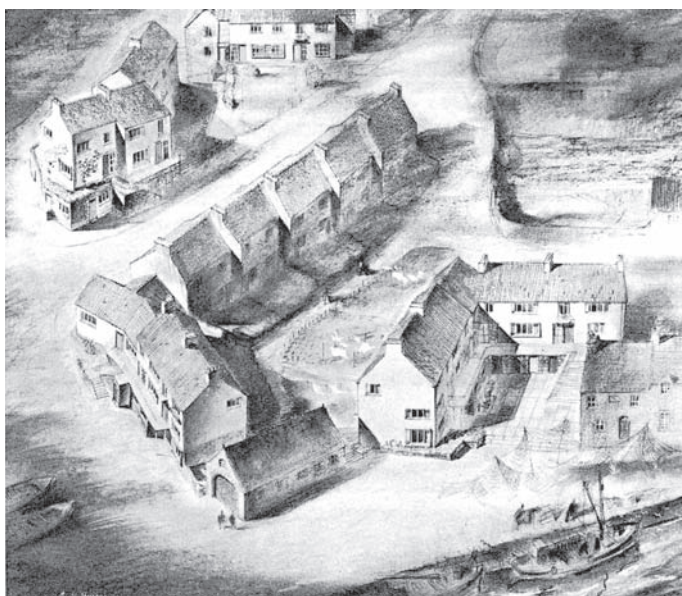


Figure 5.3 Fishermen's housing, Dunbar, East Lothian: sketch by Sir Basil Spence, 1950 (from Willis, P., *New Architecture in Scotland*, Lund Humphries, London, p. 8).

Inter-war years policies

By the end of the First World War Scottish towns and cities, particularly Glasgow, had an overwhelming legacy of poor housing and overcrowding left by the Industrial Revolution. By 1919, 700,000 people were packed into the centre of the city in tightly knit housing built in the backlands behind the street buildings with access limited to narrow lanes and closes. Between 1919 and 1939 a third of a million new dwellings were built in Scotland, of which public authorities built 67 per cent. However, little of this building relieved the slums, as the new housing was let to higher wage earners. To overcome this dilemma, the specific task of building “working class homes” [3] was eventually handed to the Scottish Special Housing Association (SSHA) founded in 1937, but little was achieved until after 1945.

Low rents policy

This policy emerged from the industrial unrest in Glasgow in 1915 and the rent freeze imposed by central government. Thereafter, rents in both the public and private sectors continued to be at such a low level that they seldom reached a sufficient level to support an adequate programme of management and maintenance. Subsidy from the general rates gave some assistance to council housing, but the culture of low rents through custom and practice has remained a feature of Scottish housing.

Cottages or flats

During this period there was considerable tension between the advocates of the garden city ideas from England and the Scottish tenement tradition. Essentially the urgency of its housing problems was so great that Glasgow’s

housing committee was resorting to forms of “modern” flats familiar in Europe. Its opponents considered these were unsuitable for Scotland in terms of climate and sunshine [4]. Both types of housing were built but the issues were to become even more vital after the Second World War.

Non-traditional housing

New construction methods were actively pursued to build housing more quickly. This appeared to have the benefit of overcoming shortages of skilled craftsmen whilst offering alternative employment to the workers in the declining steelworks, shipbuilding and coal-mining industries. From 1925, steel framed houses were built in Glasgow, Edinburgh, Dundee and other locations. These were two storeys in form and traditional in appearance. Timber housing also appeared and at the same time the no-fines poured concrete construction technique was introduced from the Netherlands.

Years of ambition 1945–1979

Just under half of Scotland’s present housing was constructed between 1951 and 1979, mostly by local authorities. In Glasgow, where housing had become a great political issue the City Council built the greatest number. Until the early 1950s most of the new housing built was of the cottage type, with many local authorities using factory made steel, timber and concrete systems.

Peripheral estates

The peripheral estates resulted from the concern of the major cities about the flight of their population to the new towns. The housing consisted mainly of three- and four-storey tenements (Fig. 5.4). The largest of



Figure 5.4 Typical peripheral estate tenement (photo by Glasgow City Council).

these estates – Castlemilk, Easterhouse, Drumchapel and Pollock – contained over 10,000 dwellings each with large populations of over 50,000 at Easterhouses and 34,000 at Castlemilk. The estates were a long way from the city centre and the tenants' natural roots, added to which there was an acute lack of local shops and community facilities. It resulted in a concentration of poor people on the estates with low standards of living and poor health.

Non-traditional housing

To build quickly, industrialised systems and standard plans were extensively adopted. Requiring only semi-skilled and unskilled labour, the Scottish Office positively encouraged system building as a way of reducing the impact of manual job losses from the declining heavy industries and unemployment. Some systems employed, such as timber houses from Sweden (Fig. 5.5), produced high-quality housing, but the result generally from using concrete systems for peripheral estate development was a drabness of appearance that did little to enhance the lives of the people.

High-rise housing

Although the development of the peripheral estates continued after 1955, attention moved towards the replacement of the slums in the centre of Glasgow. The size of the problem called for a new development approach and Roehampton in London was seen as the model to follow. For the politicians in Glasgow, high-rise housing also had the virtue of avoiding the loss of the city's population (Fig. 5.6). Slum clearance and redevelopment was concentrated in comprehensive development areas (CDAs). A number of Britain's most distinguished architects were involved in the new developments including Sir Basil Spence who designed blocks of 20 storeys in the Gorbals. In total, 320 tower blocks were built in the city using a variety of systems of prefabrication; no-fines was, however, limited to 12 storeys. Between 1961 and 1969, approximately one-third of a million new dwellings were constructed throughout Scotland of which three-quarters were high-rise flats. The scale of the development was enormous. Right from the start there were serious management problems and by the late 1970s every sizeable town or city had its "problem" and "difficult to let" estates.



Figure 5.5 Swedish timber houses for Forestry Commission workers (photo by Tom Begg).

SLASH

The Scottish Local Authorities Special Housing Group (SLASH) was established in 1963 by Glasgow City Council in order to circumvent high costs and shortages of materials through bulk purchasing. It soon included Edinburgh and some 40 other local housing authorities responsible for four-fifths of the national output of new houses. The immediate aim was for the member authorities to use jointly ordered prefabricated high-rise flats to raise the national output by 10 per cent. To facilitate this SLASH prepared standard house plans and details with a view of reducing construction cost and time. The Scottish Development Department and the SSHA were prime movers in SLASH as was the Scottish National Building Agency. As it developed SLASH eventually produced some excellent work in promoting good standards. It gained considerable respect throughout Britain for its design and technical publications. It was finally wound up in the 1980s.

The Scottish Special Housing Association

During the 1960s and 1970s the SSHA developed its own high-rise housing and extensively used system building including no fines. Local authorities were frequently suspicious of the role of SSHA, which they saw as the Scottish Office's building agency. Regardless of this, SSHA played an important role in this period, particularly in the refurbishment of Glasgow tenements. They were also active in the Glasgow Eastern Area Renewal (GEAR) area and Maryhill Road projects where they helped to pioneer tenant participation in the design process.

The Scottish New Towns

Despite initial opposition from Glasgow District Council, the dispersal of people from the city's slums was an important part of the Scottish national housing strategy from 1951. Subsidies were available after 1957 from the Scottish Office to support the



Figure 5.6 High-rise/high-density housing adjacent the Gorbals area of Glasgow.

policy. The first of the Scottish new towns, East Kilbride, had been designated in 1947 and Glenrothes in 1948. This was followed by **Cumbernauld** in 1956, Livingston in 1962 and **Irvine** in 1966. The outflow of people from Glasgow was so enormous that its population fell from over 1 million in 1961, to just over 700,000 in 1980. The loss was mainly amongst the middle classes, the skilled and higher waged workers, leaving parts of the city with a concentration of poor people who had the least opportunity to progress.

The Scottish new towns made a significant mark in terms of their planning and design, especially Cumbernauld, where a unique masterplan and innovative housing design brought it international acclaim.

GEAR (The Glasgow East End Project)

Established in 1976, GEAR was concerned with the regeneration of a huge area to the east of Glasgow City Centre including Bridgeton, Dalmarnock and Shettleston which had suffered intense urban decay and destruction. The area contained seven designated Comprehensive Development Areas (CDAs) and had lost two-thirds of its former population. The Scottish Development Agency was given the task of coordinating a multi-agency approach to its regeneration which involved Strathclyde Regional Council, Glasgow District Council, the SSHA, the Health Board, Manpower Services and the local communities. The project significantly lifted the morale of the remaining people in the area. The quality of the refurbishment (2,049 dwellings in total) and the new housing (1,209) built by the SSHA and the housing associations, combined with large amounts of landscaping, transformed the area. Confidence in the future of the area was demonstrated by the construction of a small amount of private housing (e.g. 134 houses at Dalveen Street, 1979). Less successful were the accompanying social and economic initiatives. Housing investment was not linked to employment and much of the economic benefit was gained at the expense of other areas. However, the experience was invaluable for the urban regeneration schemes that followed [5].

Post 1979: a new culture

The culture of Scottish housing changed significantly after 1979. Stringent government

expenditure cuts caused Glasgow City Council in the winter of 1983/1984 to search for ways of attracting alternative funding for the improvement of its estates. From this deliberation, the concept of Community Ownership emerged. Progressively the City Council realised it had to reduce its direct role and transfer some of its stock to co-operatives, housing associations and private sector firms to produce a healthier social mix and to open the way for some genuine choices [6]. In 1986, Glasgow City Council commissioned Professor Sir Robert Grieve to undertake an enquiry which recommended transferring to alternative landlords 25 per cent of the council's housing stock, particularly in the peripheral estates. In 1987, the first Community Renewal Partnership programme was implemented using funds raised through a covenant scheme with private investors.

The White Paper "New Life for Urban Scotland" published in 1988 set out the government's requirements for regeneration in the peripheral and other large estates. Based on the experience of GEAR, a multi-agency, co-operative approach was required which would encourage a variety of forms of tenure including home ownership. New methods of management and tenant empowerment were important to the process. Consequently, formal Partnerships were established for four of the most problematic estates – **Castlemilk** in Glasgow (Fig. 5.7), Ferguslie Park, Paisley, Whitfield in Dundee and **Wester Hailes** in Edinburgh. The Partnerships recognised the need to integrate physical, economic and social programmes to establish more sustainable communities. Amongst the major objectives were the following priorities: arresting the population decline and stabilising the community; providing a range of types of housing and tenure with a mixture of refurbishment and new housing, including homesteading and housing for sale; improving

the environment; increasing local economic activity; developing better standards of health, education and community care; empowering the people to achieve these aims through participation.

Change also came from private developers working in partnership with public bodies and housing and estate regeneration agencies with a great degree of success. Most dramatic of all was the regeneration of **The Gorbals** in Glasgow, in which social/economic development, including a high percentage of home ownership, was seen as an essential part of the overall strategy.

Private sector housing

The 1980s saw the expansion of speculative housing for sale. Many developers introduced the English private housebuilding vernacular including the use of brick, which was not an indigenous material for Scotland. They sold half-timbered and other English style houses that were small and built to minimum standards with little attention to energy and other environmental issues – the main reference to Scottish vernacular was "baronial". The sale of council housing proved popular and in Scotland local authorities could, until the mid-1990s, use the whole of their capital receipts from sales for development purposes. This helped avoid some of the bitter central/local relationships that existed elsewhere in Britain.

Tenement refurbishment

The rehabilitation of the pre-1919 tenements in the late 1970s and 1980s encouraged the growth of the community-based housing associations that became key participants in urban housing regeneration. Part of the credit for this can be attributed directly to ASSIST. Formed in 1970 by Raymond Young



Figure 5.7 Castlemilk: successful regeneration of one of Glasgow's peripheral estates.

and Jim Johnston, ASSIST Architects was part of Strathclyde University before separating in 1983 to become the first architectural co-operative in Scotland. The bulk of its early work was community-based refurbishment projects. It specialised in advising the community

groups on rehabilitation and renewal and did much to encourage them to campaign to save areas of the city that the planners wanted to demolish. From the mid-1980s most of ASSIST's work was new housing, which it designed with considerable success (Fig. 5.8).

Scottish Homes

From 1979, the SSHA continued its programme of new housing development with a high level of tenant participation in the design process, for example, Kirkland Street, 1981–1985, and Dalmarnock Road/Summerfield Street, 1985–1986 (*AJ*, 3/12/86, pp. 37–43). It was merged with the Scottish Housing Corporation in 1989 to form Scottish Homes. This created a single housing development agency with a wide range of powers to tackle Scotland's housing problems in a holistic manner.

Communities Scotland

The Scottish Assembly abolished Scottish Homes in 2001 and transferred its responsibilities to Communities Scotland (CS), which is an agency of the Scottish Executive responsible to Ministers. The fundamental aim of CS is “to make Scotland a country where everyone has the opportunity to enjoy a decent quality of life through affordable housing in strong and confident communities, having access to learning and employment opportunities, and living free from poverty, inequality and discrimination” [7]. A major task is regeneration, which includes social and economic investment in support of housing and environmental improvement. It is also concerned to deal on an equal footing with rural housing issues. In December 2004, it established a £318 million Community Regeneration Fund to run for 3 years together with 32 community planning partnerships with local authorities to tackle the problems of the most disadvantaged neighbourhoods. It is actively encouraging housing associations to follow the Egan and Latham agendas to gain efficiencies from partnering, including using modern methods of construction and bulk procurement through regional groups of housing associations. Its support for the publication *Sustainable Housing*



Figure 5.8 Community-based housing association development at West End Park Street/Woodland Road.

Design Guide for Scotland [8] is valuable in giving recommendations for both new development and the refurbishment of existing housing. The publication contains many useful case studies.

- [1] Willis, P., *New Architecture in Scotland*, Lund Humphries, London, 1997, p. 50.
- [2] Based on information from Dr Peter Robinson, Construction and Building Control Group, The Scottish Office.
- [3] Begg, T., *Housing Policy in Scotland*, John Donald Publishers Ltd, Edinburgh, 1996, p. 43.

- [4] Ibid., p. 64.
- [5] Donnison, D., and Middleton, A., *Regenerating the Inner City: Glasgow's Experience*, Routledge & Kegan Paul, London, 1987, p. 221.
- [6] Begg, T., *Housing Policy in Scotland* p. 186.
- [7] www.communitiesscotland.gov.uk
- [8] Stevenson, F., with Williams, N., *Sustainable Housing Design Guide for Scotland*, The Stationery Office, Edinburgh, 2000. (updated 2007).

CUMBERNAULD

Cumbernauld New Town, North Lanarkshire, G67

Designated 1955. Masterplan: Sir Hugh Wilson and Cumbernauld Development Corporation. Featured Housing by Cumbernauld Development Corporation Architects. R. Cumbernauld

Cumbernauld straddles a long, rounded ridge that lies on the watershed between the Clyde and the Forth. **Hugh Wilson's masterplan** (Fig. 5.9) rejected the neighbourhood principle adopted by earlier new towns and produced a single community of 50,000 people with two satellite villages to take the natural growth of the population to 70,000. Up to 80 per cent of the population was overspill from Glasgow and the basic requirement to move to Cumbernauld was to have a job in one of the new factories.

The key planning principle was to locate most of the housing within 10 minutes walking distance from a linear town centre. There would be no local centres, merely a small number of "corner shops", one for every 300 houses. Schools were located where they were needed. Housing density was an average of 18–20 dwellings per acre (44–50/ha) for two-storey housing but higher for three- and four-storey housing. The use of

Radburn layouts with segregated pedestrian and vehicular areas helped make these higher densities possible. The architecture emphasises the Scottishness of the town and there is a common theme in the design of the housing based on the relationship of solid to void, and the use of materials and details for walls, roofs, windows and doors [1].

The houses are fairing well, bearing in mind the initial cost constraints. The point blocks are very popular (never having accommodated children). In the high-density two-storey housing, circulation areas, access, privacy, sunlight and variety are still appreciated and the sense of community is strong. Designed in the late 1950s the small groups of family houses at **Seafar** were symbolic of the best in new town housing in Britain. The problems posed by the north-facing slopes and the objectives of achieving higher densities gave impetus to the architects to take a fresh look at housing design. The layout design took splendid advantage of the existing topography as road lines were either diagonal to the contours or followed them never exceeding a gradient steeper than 1 in 12 (Fig. 5.10). Daylight and sunlight penetration and the need for privacy and views were carefully considered. They produced new solutions: single aspect houses, wide frontage terraces and "upside-down" houses. Split-level houses were built into the slope of the hill and the gentle mono-pitched roofs were designed to give the least possible overshadowing. Shelter was provided by clustering the houses and windows were placed in front or gable walls to allow the best views out. The greatest success was the integration of houses, hard and soft landscaping and roads into a coherent design (Fig. 5.11).

Other housing that received acclaim for their design are at Ravenswood at the west end of the town and the early parts of Abronhill, and Westfield. **The town centre** was never the success envisaged at the

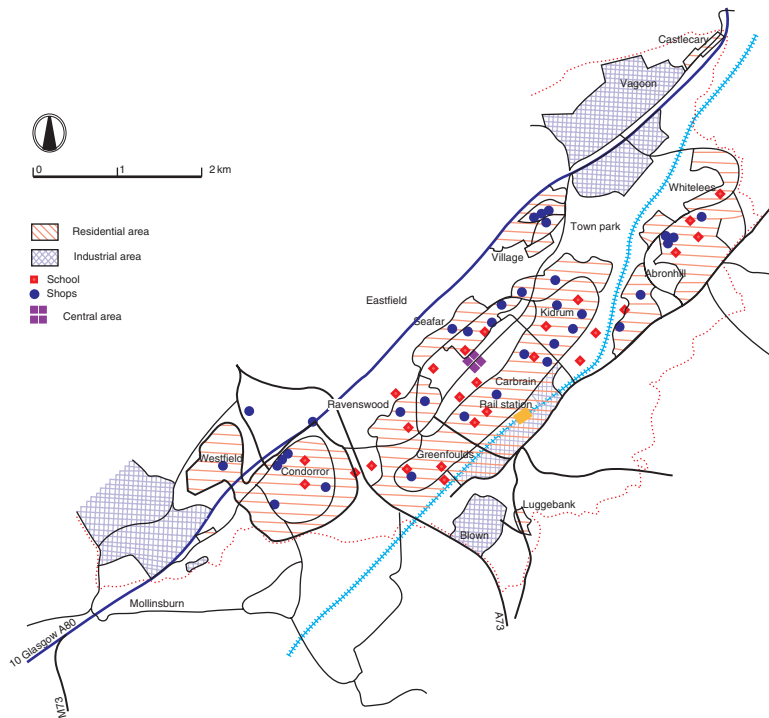


Figure 5.9 Cumbernauld: plan of the central part of the new town as it was in 1973 (AJ, 5/10/77, p. 640).

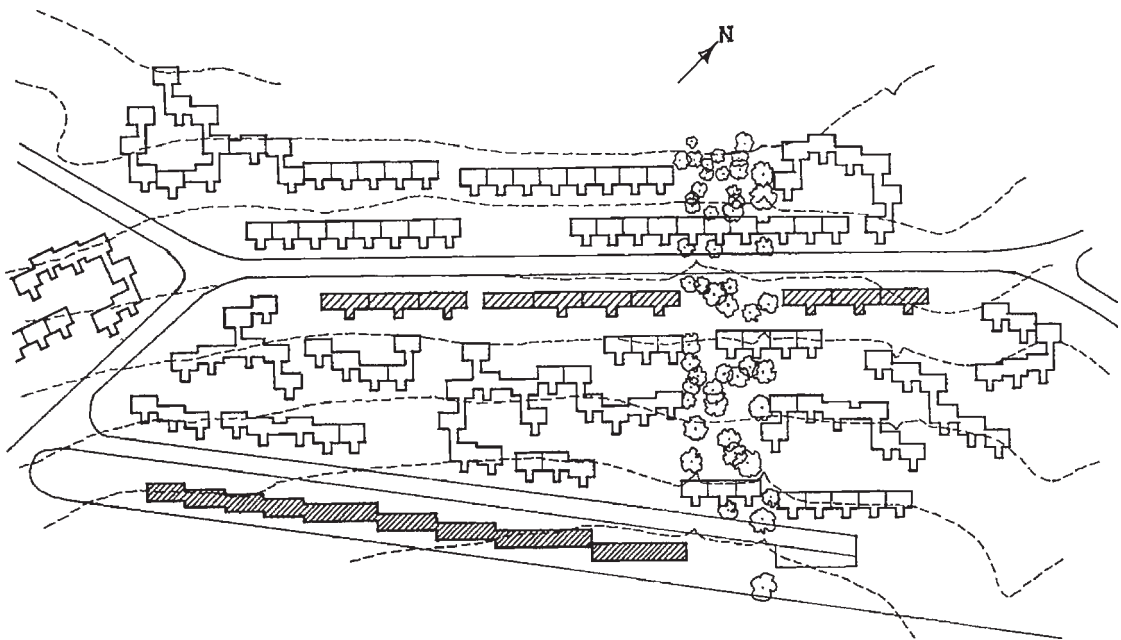


Figure 5.10 Seafar: "The whole has matured over almost 40 years to be one of the finest environments in a new town anywhere" (David Cowling).



Figure 5.11 Seafar (photograph taken in 1967).

design stage because it was conceived as a mega-structure building and it is too isolated from the residential areas.

[1] Based on observations by Derek Lyddon, former Deputy Chief Architect, Cumbernauld Development Corporation; *A & BN*, 29/3/61, pp. 413–424; *A & BN*, 26/1/66, pp. 145–153; *AJ*, 5/10/77, pp. 636–649.

DUNDEE

Bell Rock Square, Broughty Ferry, DD5

1973. *SMC Parr Architects. R. Dundee/Broughty Ferry*

These 16 houses designed for the Tay Valley Housing Association Ltd reflected the best of Scottish vernacular architecture and was very influential. The site faces over the estuary of the River Tay forming part of the old area of Broughty Ferry. Designed with roughcast rendered walls and grey tiled roofs, the houses

are in complete sympathy with neighbouring fishermen's cottages. They are grouped around a well-planted pedestrian courtyard open on the waterfront side enabling most dwellings to have sea view (Figs 5.12 and 5.13).

Willis, P., *New Architecture in Scotland*, Lund Humphries, 1977, pp. 28–29.

EDINBURGH

Westburn Village, Wester Hailes (Westburn Avenue), EH14

1995 with a later phase completed 1997. *Smith Scott Mullan & Associates. R. Wester Hailes*

Wester Hailes was one of Scotland's four Partnership estates established by the Scottish Office in 1988 (p. 319). Built between 1969 and 1975, it was the last of Edinburgh's ring of peripheral estates. The physical improvements to the estate included



Figure 5.12 Bell Rock Square courtyard (photo by Alex Coupar).

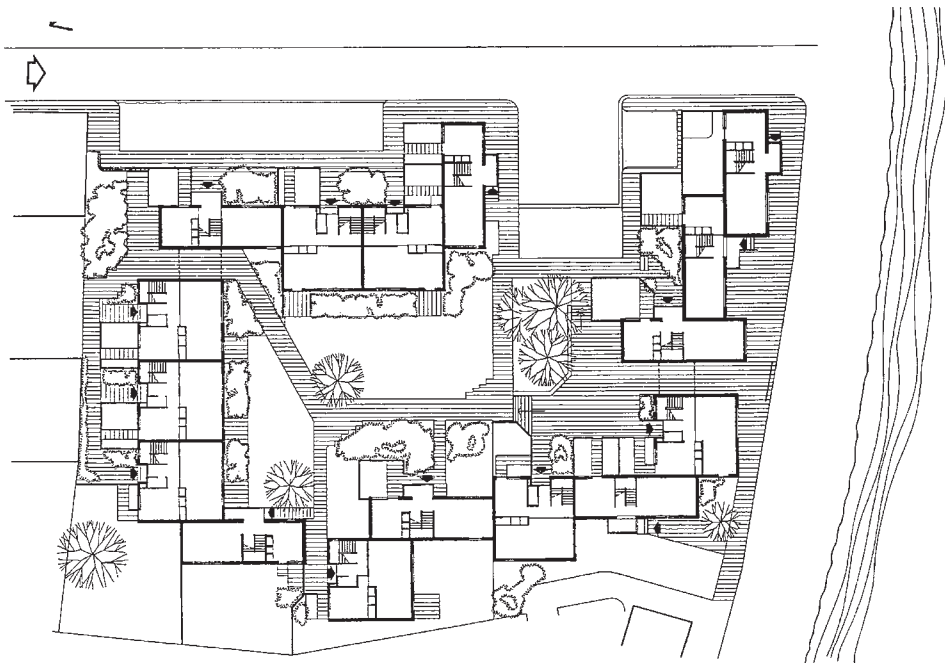


Figure 5.13 Bell Rock Square: site plan.



Figure 5.14 Westburn Avenue: glazed towers provide a focal point in the layout.

refurbishment of tenement housing and demolition of many of the unpopular high-rise blocks, replacing them with new housing. Some of the best new development is at Westburn Avenue where refurbishment was considered non-viable.

The new housing reflects community participation in the design, which involved an enormous number of drawings, computer models and slides, as well as visits to other areas. The use of terraced housing and flats achieved a density of 28 dwellings per acre (70 dw/ha), which was necessary for the scheme to be financially viable. The architecture has a strong sense of local identity with cultural precedents reflected in a distinctively modern way. This includes the use of render, Fyfe stone and circular glass block stair towers

which resemble Scottish baronial architecture (Fig. 5.14). A sense of enclosure has been achieved with the three-storey housing forming a focal point and centre at the lowest part of the site. A conventional pattern of streets and courts was adopted and the buildings were sited by the architects in a “pragmatic” manner [1] each responding to its own needs. Windows were positioned primarily to take best advantage of sunlight and to provide surveillance over adjacent spaces rather than produce an organised composition. The design is likened by the residents to a traditional village and has therefore retained the name Westburn Village.

AT, 2/96, No. 65, pp. 16–19; [1] *Ibid.*, p. 17.



Figure 5.15 Craigwell Brewery, Edinburgh: successful reuse of redundant buildings.

Craigwell Mews, Calton Road, EH8

*1988. Nicholas Groves-Raines.
R. Edinburgh Waverley.*

Craigwell Mews was created through converting some beautiful seventeenth century brewery buildings into housing by Abbey Housing. The scheme comprised 84 four-storey town houses with three bedrooms, 3 three-storey houses with two bedrooms and 8 one- and two-bedroom flats (Fig. 5.15). The roughly U-shaped development curves round one end of a linear courtyard paved with nineteenth century setts. The houses are at the rear of the courtyard in the brick-built brewery and most of the flats are in the red sandstone former brewery offices buildings fronting Calton Road. Access to the courtyard is through the original pend.

The architects have carefully restored the buildings and preserved the proportions of the window and door openings, and have

added a small number of new details. The hoist housings on upper floors had perished but were reflected in the design of the new green-stained timber balconies that project from the two upper floors of the four-storey houses. These are matched by timber features around the courtyard.

**Slateford Green: car-free urban village,
Gorgie Park Close, Slateford Road,
EH14**

2000. Hackland & Dore. R. Slateford

Edinburgh's millennium housing project was the subject of an architectural competition in 1997 commissioned by the Canmore Housing Association, the Royal Incorporation of Architects in Scotland and Scottish Homes. The brief looked for architects to explore ways in which people could live in cities with limited natural resources. The winning scheme

provided 121 flats and a kindergarten in a two- to four-storey form reflecting the traditional Edinburgh tenement block. Twenty-six of these were for sale, twenty-five for shared ownership and sixty-nine for social rent including seventeen for the Deaf Society and four for wheelchair use.

Its sheltering horseshoe courtyard form followed the boundaries of the site, which was previously the Gorgie railway sidings off Slateford Road. It encloses communal and private gardens that can only be accessed by residents (Fig. 5.16). The building is surrounded by natural landscape and allotments and a pedestrian scale street/cycle route, graded to provide service, drop-off and emergency access throughout. No vehicles can enter the internal courtyard and minimal parking is located for disabled flats and essential visitors. Under a Section 75 Agreement in the Town

and Country Planning (Scotland) Act 1997, Canmore has to impose obligations on residents to agree, as part of their tenancy, not to park a car within the scheme or in the streets around. Complementary to the development is the City Car Club, which is a joint venture between Edinburgh City Council and Budget Car Rental. For an annual fee, members of the club have access to a fleet of cars that can be hired locally by the hour [1].

Flats are arranged in traditional Scottish tenement stair clusters and closes. Each staircase was designed to include a furniture hoist and may be retrofitted with a disabled lift. Flats for disabled people were arranged around specifically designed gardens. All areas are barrier free and routes ramped to provide access to public areas.

The timber frame design incorporated many low-energy features including breathing walls,



Figure 5.16 The Gorgie Millennium housing, Edinburgh: car-free environment.

sunspaces or winter gardens, reed-bed ponds to treat surface and storm water, natural passive ventilation systems to reduce the risk of condensation, stair lighting powered by photovoltaic cells, community heating potentially using waste industrial heat from a nearby whisky distillery to provide cheaper and more efficient heating and hot water. It has a low maintenance aluminium roof that can be recycled at the end of its life.

[1] *Sustainable Housing Design Guide for Scotland*, pp. 267–269; *AJ*, 10/10/96, p. 14; *AT*, 5/2000, pp. 38–44.

Edinburgh Old Town urban renewal, EH8

2004. (Masterplanners) *Development Services Partnership* – John C. Hope and Frank Spratt; (Architects) various including Richard Murphy Architects, E + F MacLachlan, Campbell + Arnott, Malcolm Fraser Architects, Ungless + Latimer. R. Edinburgh Waverley

The Royal Mile area of Edinburgh's old town has in recent years received a number of skillfully designed infill housing developments. These have frequently combined new development with the refurbishment and conversion to new uses of appropriate buildings. Designs reflect the mediaeval street pattern and historic character whilst ensuring the buildings are compatible with the needs of contemporary living.

Morgan Court (Ungless + Latimer) is new housing providing student accommodation with a supermarket on the ground floor. The south façade facing Holyrood Road was treated as a city wall and provides a definite boundary to the old town (Fig. 5.17).

Canongate Housing (Richard Murphy Architects) sits on the site of the former archway building to the Holyrood Brewery on the

south side of Canongate. The new development consists of a shop at street level with nine flats above. Its elevation treatment attempted to make explicit references to historic buildings in the old town, many of which have disappeared (Fig. 5.18). This includes colonnades at ground floor level, external staircases, and horizontal windows in mono-pitched roof forms that suggest roof rooms once typical of the Edinburgh skyline.

Old Fishmarket Close (Richard Murphy Architects) reflects the architectural heritage in the same way. It received a Saltire (housing design) Award in 2004 and the judges commented "it fits comfortably into a difficult historic site and, at the same time, animates the pend in which it sits" (Fig. 5.19 and cover).

Prospect, 12/04, pp. 21–27; *Prospect*, 5/05, pp. 21–27.



Figure 5.17 Morgan Court forms an edge to the Edinburgh Old Town.



Figure 5.18 Cannongate Brewery: small-scale infill housing in the Edinburgh old town.



Figure 5.19 Old Fishermarket
Close: top part of the building
reflects the traditional architecture
of the Edinburgh old town.

St Vincent Place, Silvermills, EH3

*2006. Reiach and Hall Architects/
Oberlanders Architects, Edinburgh
Waverley.*

St Vincent Place, Silvermills is only the second street to have been added to Edinburgh's world heritage Georgian new town since James Craig's visionary plans were first drawn up in the 1760s. The scheme completes the vision by building to develop on a site which had previously been too difficult due to poor ground conditions, but it required a design that was sensitive to the historical context as well as meeting today's requirements.

The scheme comprises 2 seven-storey crescents that curve elegantly from the A-listed St Stephen Church (Fig. 5.20). The crescent to the south was designed by Oberlanders Architects and the one to the north, which contains both residential and commercial uses, by Reiach and Hall Architects. Between the crescents is a beautifully landscaped, pedestrian granite street whilst underground is space for parking 160 cars that forms the base for the new crescents. The scheme is highly appropriate for its location – At long last, the new town is complete, and Craig would surely approve of this respectful modern insertion [1].



Figure 5.20 Edinburgh New Town development at St Vincent Place, Silvermills.

In 2006, it was the winner of the Scottish Design Awards' "Best Place Making" project.

[1] B, supplement, Regeneration Awards 2006, p. 15; AT, 11/06, pp. 12–13.

GLASGOW

Ingram Square, The Merchant Quarter, G1

1984–1989. Elder & Cannon. R. High Street

The old Merchant City, close to the City Chambers and George Square, was originally the residences of Glasgow's tobacco lords who in the eighteenth and nineteenth centuries lived above their work. By the 1960s the area had become run down, blighted by highway proposals and was scheduled for comprehensive redevelopment.

A joint development company was established in the mid-1980s, between the City Council, the Scottish Development Agency (SDA) and a developer, Kantel Developments Edinburgh (KDE). All three partners provided funding: the City Council from its housing improvement budget, KDE through a bank loan, and the SDA by providing an interest free loan under the then existing "leg-up" scheme (Local Enterprise Grants for Urban Projects – a flexible scheme aimed at encouraging private investment to create jobs or improve social conditions). The SDA also made a contribution towards the environmental improvement.

This enabled 14 separate buildings in a variety of ownerships to be redeveloped principally as housing with a total of 239 dwellings, mainly for sale but including 20 shops and parking for 100 cars. The redevelopment



Figure 5.21 The Italian Centre, Ingram Square, in Glasgow's Old Merchant City.

took three directions: the conversion of existing commercial buildings into flats, the demolition and rebuilding behind the retained listed facade of the Houndsditch building (built 1854) and new build on three gap sites. The largest of these, on the corner of Brunswick Street and Wilson Street, comprises an eight-storey corner block (no. 22 Wilson Street) linked to a five-storey building (no. 28) running along the east end of Wilson Street and butting up to the tall sandstone Nova building converted into housing in 1985. The

spectacular glazed drum on the corner of Wilson Street and Brunswick Street is a new intervention into the street scene. The other new buildings on the site are a five-storey building in Candleriggs and a student housing block for Strathclyde University overlooking the northern courtyard but entered from the southern courtyard. The Italian Centre with its fine sculptures and shops is the most memorable space in the complex (Fig. 5.21).

AJ, 6/5/87, pp. 39–51; *AJ*, 3/5/89, pp. 35–59.

**Community-based housing
association development**
1980s+. ASSIST Architects

The success of the various schemes built in the 1990s comes from the way they sit comfortably in their location. ASSIST Architects set out with the avowed intention not to build something that dominated the site, but rather to create a new building that would be at home. This was achieved by the use of the tenement housing form that contributes to the townscape quality of the street scenes. The use of familiar local references such as corner towers, bow and oriel windows, building materials that relate to traditional stone, has proved very popular with both the tenants and the housing associations.

West End Park Street/Woodlands Road, G3 (*R. Charing Cross*). A four-storey development for the Charing Cross Housing Association with a corner tower/conical roof (Fig. 5.8).

Carnarvon Street/St George's Road, Charing Cross, G3. 1993. (*R. Charing Cross/St George's Cross*). Seventy-three flats and three shops for the Charing Cross Housing Association situated in a conservation area in East Woodlands. The development is four storeys in height with bay windows, traditional detailing and sculptured features to mirror the adjacent nineteenth century tenements.

Achamore Road/Katewell Avenue, Drumchapel, G15. 1994. (*R. Drumchapel*). This is a low-rise scheme in one of Glasgow's peripheral estates for the Cernach Housing Cooperative. The street elevation to Achamore Road is a mixture of two- and three-storey dwellings within which corners and the central part of the terrace were given special emphasis.

Tollcross Road/Sorby Street, G31. 1994. (*R. Canntyne*). This is a four-storey development for the Parkhead Housing Association containing

seventy-one flats and two shops. Its red brick and cast stone with high-level pediments, oriel windows and glazed staircase screens harmonise well with the surrounding buildings.

James Nisbet Street, Roystonhill, G21. 1994. (*R. High Street*). Built in the 1960s by Glasgow City Council, these 200 four-storey tenement flats were taken over in 1989 by the James Nisbet Street Co-operative in 1989. The refurbishment included glazing in south- and west-facing balconies to create very cost effective sunspaces (Fig. 5.22). The scheme is well described and illustrated in *Sustainable Housing Design Guide for Scotland*, pp. 257–259.

Prospect, Summer 1994, p. 25; *AJ*, 30/5/90, pp. 36–37.

Castlemilk Estate Regeneration, G45

1988+. City of Glasgow Department of Architecture and Related Services + others. R. Kings Park/Croftfoot

The peripheral Castlemilk Estate is located some 4 miles from the city centre. Its 9,700 dwellings, mostly four- and five-storey tenements, represented all that was paternalistic and monolithic about council house design in the city since the Second World War. After the publication of the government's "New life for Scotland" report in 1988, the Castlemilk Partnership was established between Glasgow City Council, Strathclyde Regional Council, the Glasgow Development Agency, Scottish Housing, the Training Agency, the Employment Service, housing associations, representatives of the local community and Glasgow Opportunities which spoke for the private sector.

The key strategy was to diversify tenure, taking some two-thirds of the housing out of council ownership and passing it in roughly equal proportions to housing associations and



Figure 5.22 Post-war tenements transformed at James Nisbet Street.

private tenure. The most unpopular housing was demolished and the remainder has been progressively improved. This has included topping a storey off the height of buildings, converting flats into houses, re-rendering and cavity filling external walls, renewing roof tiles and gutters, upgrading security and insulation and part enclosing balconies with glass blocks and curved metal roofs and reshaping the environment to create more defensible space and a higher standard generally (Figs. 5.7 and 5.23).

The aim of the partnership was to transform the physical condition of the estate and the economic and social life of the area. To achieve this, the Castlemilk Economic Development Agency (CEDA) was established. CEDA's task

was to ensure that the economic regeneration moved in parallel with the physical development. Its work included training and job search. By supporting people wishing to set up in business through counselling and offering financial packages, it encouraged the private sector to become involved in the economic regeneration. It focused on the 16–18 school leavers aiming through training and the establishment of local “youth job clubs” to prevent long-term unemployment among the young of the area and recurrence of existing problems. The involvement of the tenants in the process of regeneration has clearly made an impact physically and has particularly helped change their attitudes, perceptions and personal awareness.



Figure 5.23 Castlemilk: physical plus social and economic regeneration at its best.

AT, 9/93, No. 42, p. 43; *Prospect*, Spring 1995, pp. 12–15.

The regeneration of the Gorbals, G5

1990+. (Masterplanners and Architects) CZWG, (Architects) Cooper Cromar Associates, The Holmes Partnership, Elder & Cannon Architects, Hypostyle Architects, Page & Park Architects, Simister Monaghan Architects, Wylie & Court, Young & Gault. U. Bridge Street

The Gorbals is one of the largest and most significant regeneration projects in

Britain (Fig. 5.1). The overall plan for around 100 acres (40 ha) defined eight separate Regeneration Areas and envisaged an eventual population of approximately 16,000. A full range of local shops, public services and community facilities was proposed, complemented by significant opportunities for local employment. The eight areas were managed by a number of community-based agencies including the Crown Street Regeneration Project, the Gorbals Initiative, the New Gorbals Housing Association and the voluntary sector. The Greater Glasgow Health Board and the Strathclyde Police were active

partners. Glasgow City Council, the Glasgow Development Agency, Scottish Homes and private housing developers were all involved in the overall co-ordination. Community involvement was seen as essential to the long-term success of the development but it proved difficult to involve people widely in other than a formal and reactive manner.

It was recognised from the outset that a narrowly based housing-led development would not deal with the inherent problems of social and economic deprivation. The poor local economy was tackled in the short term by the use of local contractors and the assessment of developers on the basis of their local employment and training proposals. In the long term the “Gorbals Initiative”, a public/private partnership, was established as a local enterprise company. This stimulated employment through counselling, and supporting individuals as a means of personal development. It directly provided business, office and workspace in the area. Social regeneration included upgrading the Gorbals Health Centre, establishing a food co-operative, and a community/learning/arts centre in the listed St Francis Church. A drop-in-café offered training on video production, computing, aerobatics, dancing, golf, five aside football, etc. and also provided information on training for work, welfare rights, housing, health issues and education.

Crown Street Regeneration Area

The 16 hectare (40 acre) Crown Street Regeneration Area was set up in 1990 following the demolition in 1987 of Basil Spence’s Hutchinsectown “E” which consisted of 12 linked deck-access blocks known locally as the “Dampies”. The overall redevelopment proposals came from a nationwide urban design competition won by CZWG. The plan proposed mixed development including almost 1000 new dwellings (75 per cent for sale,

25 per cent for rent), a new business centre, a new local centre, a budget hotel, some small office accommodation, student housing, light industrial units and a new local park (Fig. 5.24). The site was divided up into manageable packages, which were subject to a Developer/Architect Competition based on an Urban Development brief and a fixed land price so that submissions could be judged on their design merits. Each development package had strict conditions regarding management and maintenance of the development that ensured the long-term sustainability of the project.

The concept of the masterplan

CZWG’s concept was to create a traditional Victorian street pattern with tree-lined boulevards and street parking forming city blocks where the front is clearly public and the back fully private. The building block was the tenement, which the plan considered to be “Scotland’s, especially Glasgow’s, traditional building form”. Its design would meet modern living requirements with the ground and first floors of a four-storey block comprising three-bedroom maisonettes with their own front and back door and a private rear garden. Above these the two upper floors would contain one-, two- and three-bedroom flats accessed by a separate communal staircase.

These principles were the basis of the design of the early development phases. Completed in 1995, **Ballater Gardens** (Architects: Holmes Partnership) involved two private housebuilders and the New Gorbals Housing Association. It consists of three sides of a city block and provides a total of 117 flats or maisonettes and three shops. The scheme forms the “gateway” into the Crown Street Regeneration Project area and the sweeping curves of the terrace, and the corner turrets, are most distinctive. **Errol Gardens** and **Pine Place** (Architects: Cooper Cromar



Figure 5.24 Crown Street regeneration: CZWG's masterplan as built in 1998 (photo by Guthrie Aerial Photography).

Associates) consists of a four-storey development of 92 flats and maisonettes and 5 new shop units built around a private landscaped courtyard with the elevations designed in the modern image of a tenement block (Fig. 5.25). The same approach was adopted by Hypostyle Architects for the mixed rental/sale scheme at **Cumberland Street**, completed in 1997.

Gorbals East renewal area

Most interesting in this area is **Moffat Gardens** (completed 1998) on the corner of Moffat Street and Hayfield Street. This comprises a number of small housing projects grouped around a small urban square/garden.

In a deliberate attempt to introduce diversity, the New Gorbals Housing Association appointed different architects for each site. Simister Monaghan's four-storey pivotal corner block and family dwellings contrasts with Elder & Cannon Architects' "cube and ellipse" (Fig. 5.26). The designs for these schemes were based on an imaginative client's brief for "villa blocks" to form "landmarks" within the development.

Queen Elizabeth Square

The recent completion of the Queen Elizabeth Square development (Old Rutherglen Road) has made a significant mark in the area.



Figure 5.25 Errol Gardens: new tenements in the Gorbals regeneration project.

Working to a masterplan produced by Hypostyle Architects, CZWG, Page and Park, and Elder and Cannon have produced three very distinct schemes that relate to each other through a common use of materials. Page and Park's **Priory Court** was designed as a crescent around St Francis Church, providing 71 one- and two-bedroom flats and maisonettes

for private sale (Fig. 5.27). Elder and Cannon's scheme comprises two blocks of different heights – a horizontal block and a freestanding zinc-clad tower (Fig. 5.28). For CZWG their scheme was their first project in the Gorbals since producing the Crown Street masterplan and they rose to the challenge by placing a mixture of dwellings from family housing to



Figure 5.26 Cube and Ellipse:
Moffat Gardens, New East Gorbals.



Figure 5.27 Queen Elizabeth Square:
Priory Court wraps round St Francis
Church.



Figure 5.28 Queen Elizabeth Square: two blocks of different heights by Elder and Cannon.

apartments around the perimeter of a city block, enclosing a private communal garden. On the south side is a mews of three-storey houses with curtilage parking (Fig. 5.29) whilst on the north is an L-shaped higher block containing two-storey family apartments with flats above: the family apartments are marked out by undulating elevations that snake their way around the block. Most dramatic are the ends of the blocks with cantilevered balconies (Fig 5.30).

The Gorbals has been transformed from one of Glasgow's least liked areas to one of the most popular. It demonstrates an important lesson for regeneration, which is that, "given the right market conditions, public investment in high-quality social housing can generate the conditions to increase land values and attract private developers" [1].

[1] AT, 5/06, p. 31; *Prospect*, Spring/95, pp. 18–21; *Prospect*, 10/97, p. 13; AJ, 5/12/96, p. 32; *Housing and Planning Review*, 10–11/95, p. 16;

AJ, 4/5/94, p. 18; BD, 5/5/06, p. 4; AT, 5/06, pp. 30–35; B, 11/11/05, p. 22; *Planning*, 20/1/06, pp. 16; *Sustainable Housing Design Guide for Scotland* (updated 2007), pp. 233–235.

Riverside housing, Clyde Street, G15

1991. Davis Duncan Partnership. 1991.
R & U Central Station/Argyle Street

This landmark project, which overlooks the River Clyde, was one of the first new housing schemes to regenerate the banks of the River Clyde. The development included 90 one-, two- and three-bedroom flats and pent-houses with spectacular views over the river and beyond. Car parking is mainly located in the basement. The facade is not typical of Glasgow, but its red brick walls and wide black metal balconies are still most distinctive when viewed from across the river (Fig. 5.31).



Figure 5.29 CZWG's town houses and apartment block next to the Priory Court development.



Figure 5.30 Queen Elizabeth Square with cantilevered balconies.

Graham Square, Gallowgate, G31

2000. McKeown Alexander, Page and Park, Richard Murphy Architects.
R. Bellgrove.

The Graham Square housing development combines a contemporary design for new housing with the preservation of Grade B listed stone arched gateways, walling and hotel from the former Glasgow meat market (Fig. 5.32). The sites, located around a cul-de-sac off Gallowgate, were purchased by the Molendinar Park Housing Association who commissioned a masterplan from McGurn Logan Duncan and Opfer, which, although not implemented, gave an indication of the development potential.



Figure 5.31 Clyde Street apartments: early Glasgow riverside regeneration.

The McKeown Alexander housing scheme, on the left side of the square looking from Gallowgate contains 20 flats (6 for shared-ownership and 14 for rent) with a mix of one- and two-bedroom dwellings. The design retained two arches and walling, which are linked to the new housing by a structure of steel supports. The front elevations of the new housing have a variety of colours – bluish grey, ebony, silver and honey, and materials – full height glazing, zinc cladding, render, aluminium panels and cedar boarding.

The Molendinar Housing Association wanted the housing on the right side of the square to be more than normal social housing, to which Page and Park responded by designing housing with seven curved walls on the front elevation. Behind this façade the design of the two- and three-bedroom flats was based on the traditional tenement with three closes (access stairs) and eight flats per close on four floors.

Richard Murphy Architects converted the derelict Grade B Market Hotel into 17 one- and two-bedroom flats. The hotel consisted of three linked buildings. The central block

was replaced with a new three-storey structure set back from the original building line. The wings on either side were rebuilt to create a private courtyard with the new centre building in which there is a glazed canopy over external staircases to the upper floor flats. Next to the arched gateway leading to the hotel is a bronze calf on a stone plinth by sculptor, Kenny Hunter.

AT, 10/2000, pp. 24–33; *The Observer Review*, 4/7/99, p. 8.

Homes for the Future, Glasgow Green, Greendyke Street, G15

1999. Masterplan: Park and Page with Ove Arup. Architects: Ushida Findlay, Ian Ritchie, Wren and Rutherford/Austin-Smith Lord, RMJM (Scotland), McKeown Alexander, Elder and Cannon, Rick Mather. R. Argyle Street

This scheme of 100 dwellings on a 0.6 hectare (1.5 acre) site overlooking Glasgow Green was designed by seven teams of architects,



Figure 5.32 Graham Square, Gallowgate.

including local, national and international practices. The project was conceived as a housing exhibition by Deyan Sudjic, the Director of Glasgow's year as the UK's City of Architecture and Design in 1999. The brief from the Glasgow Development Agency, Scottish Homes and Glasgow City Council was to provide a mix of housing association flats and dwellings for private sale, but moreover to "present a vision for the new century ..." to combine innovative architecture with urban renewal and provide an inspiration for urban housing in Britain and abroad [1]. Page and Park prepared the master-plan and drew up design guidelines for creating visual coherence and densities. All designs considered how to provide dwellings with appropriate amenity including outdoor space in such

an urban setting. They also took full account of environmental and sustainability requirements.

- Ushida Findlay designed a building reminiscent of Glasgow's shipbuilding heritage with a series of curved garden terraces overlooking the garden court within the scheme (Fig. 5.33).
- Ian Ritchie's building is opposite the Ushida Findlay block and fronts on to Glasgow Green. It was designed to demonstrate how housing could be used flexibly, and be repeatedly customised to reflect changes in family structure, living patterns and mobility.
- Wren and Rutherford designed two houses in one block within the site, each with its own front door at ground level, accessed



Figure 5.33 Homes for the Future: housing by Ushida Findlay Architects.

from a hard paved southerly courtyard which can be closed off from the street for added security by sliding screens. At the top level are studio spaces for live/working. The appearance of the block with its top-level strip windows has a decidedly Charles Rennie Mackintosh feel (Fig. 5.34).

- RMJM's Introvert/Extrovert villas of flats and maisonettes are located within the site. These are cedar clad and have large windows to take full advantage of the views.
- McKeown Alexander designed a terrace fronting the central garden and a four-storey tower shaped to form the northern entrance into the site from London Road. Large glass screens connect the living spaces with the central garden.
- Elder and Cannon designed a seven storey, mixed-use block overlooking Glasgow Green with workshops, studios, restaurants and shops at ground floor level (Fig. 5.35).
- Rick Mather Architects' white, seven-storey apartment building with a rich interplay of balconies is in the centre of the Glasgow Green façade of buildings (Fig. 5.35).

[1] *AT*, 4/2000, pp. 34–48.

The Matrix, Cowcaddens Road/Port Dundas Road, G4

*2004, Davis Duncan Architects.
R. Queen Street*

The Matrix is a high-density mixed-use development located on the northern edge of



Figure 5.34 Homes for the Future: a touch of Charles Rennie Mackintosh in Wren and Rutherford's design.

Glasgow's Victorian centre, close to the Theatre Royal, at an important road junction that marks a gateway into the city centre (Fig. 5.36). The triangular site therefore required a landmark building and a design competition was organised by Glasgow City Council. The scheme contains 73 apartments in blocks up to seven storeys high arranged around a courtyard garden. The accommodation includes 11 one-bedroom and 62 two-bedroom apartments with space for offices and a café bar on the ground floor of the Cowcadden block. The design drew much of its inspiration

from Le Corbusier's Unité d'Habitation in Marseilles – in particular the internal streets and double volume living spaces with mezzanine first floors and fully glazed windows designed to enjoy the view [1].

[1] AT, 5/05, pp. 56–62; B, 11/11/05, pp. 4–5.

The Icon, Clyde Street, G1

2004. Elder and Cannon. R. Argyll Street

This sleek 13-storey tower adjacent St Andrew's cathedral and close to Kirkland's



Figure 5.35 Homes for the Future: view of the front of the development from Glasgow Green.

historic suspension footbridge is a decisive landmark along the River Clyde skyline. It has an inventive long narrow shape tapering to a narrow façade fronting the river that enables many of the 48 flats and 4 two-storey pent-house apartments to enjoy the view. The apartments at the back of the block cleverly benefit from a large recess on the west elevation and a projection on the east, which provided the opportunities for corner windows to be provided in living rooms to optimise the view of the river. The proximity of the cathedral was carefully taken into account in choosing the finely jointed zinc cladding to the tower to create a building of exceptional quality. To add to the sculptural quality, windows on the

sides were projected out from the façades (Fig. 3.37).

AT, 4/05, pp. 20–26; *Prospect*, 12/04, pp. 21–27.

IRVINE

Irvine New Town, North Ayrshire, KA12 and KA13

1966–1996. Irvine Development Corporation Architects: George Wren in Succession to Ian Downs, John Billingham and David Gosling (Roan Rutherford, Principal Architect). R. Irvine/Kilwinning

Despite the Conservative Government's dislike of new towns, Irvine Development



Figure 5.36 "The Matrix": landmark building on the edge of the Glasgow city centre.

Corporation remained in existence well into the 1990s and continued to construct housing for rent at a time when authorities were prevented from building. Amongst the early schemes, the daring use of colour at Bourtree Hill (early 1970s), and the careful attention to traditional detailing at **Braehead** (1978) received considerable acclaim.

However, of greatest interest is the outstanding work of the Corporation's architects and consultants in the 1990s who refurbished old housing and built new on small infill

sites. This included the **Cochrane Street redevelopment** (Fig. 5.38), the Harbourside, Peter Street and Gottries Crescent, and Abbeygate at Kilwinning, all completed in 1995/1996. The schemes delightfully reflect influences of Charles Rennie Mackintosh. The white painted harled blockwork walls and gateposts, cast stone cills and plinth blocks, redwood joinery, natural slates, stained glass windows and decorative ironwork are wonderfully worked together to create compositions of great delight enjoyed by the local people.



Figure 5.37 “The Icon” overlooking the River Clyde: inspired by the Unifield d’Habitation.

Hawthorne Place, Nethermains, Kilwinning (1988). The Development Corporation also built a number of Category 2 sheltered housing schemes with warden supervision. Hawthorne Place provides 17 two-person/one-bedroom flats and a number of two-person/one-bedroom and three-person/two-bedroom flats capable of adaption for wheelchair use. These are all accessed from three corridors which overlook well-planted gardens. The corridors radiate from a central top-lit atrium that forms the hub of the plan. Single-storey development with “single banked” corridors and this quality of internal finish is a remarkable achievement within the cost yardsticks (Fig. 5.39). The same quality of internal space was repeated at **Bryce Knox**

Court (1992). Here the atrium is subdivided into different activity areas including a small library. The planting in the centre of the space creates the atmosphere of an indoor garden (Fig. 5.40).

PERTH AND KINROSS

Commercial Street, Bridgend, Perth, PH1

1978. SMC Parr Architects. R. Perth

This design sought to emulate in a modern way the scale and atmosphere of the buildings that had existed previously on the site. It also endeavoured to ensure that all living rooms had a view of the river.



Figure 5.38 Irvine new town: Charles Rennie Mackintosh influences at Cochrane Street.

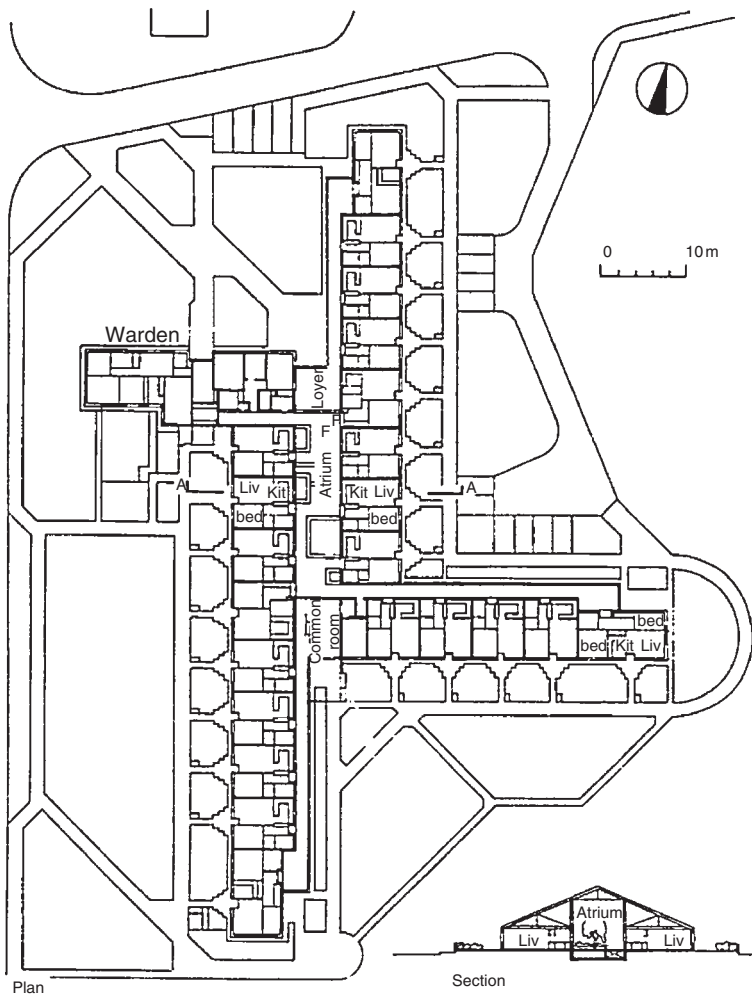


Figure 5.39 Irvine new town: sheltered housing at Hawthorn Place, Kilwinning.

The accommodation consists of 12 five-person houses, 22 three- and four-person flats and 8 four-person maisonettes, clustered in one- to four-storey blocks to create a varied roofline. Particularly well handled is the modelling of the housing on the steep slope of the site down to the river. The walls of the houses and the site works are of sandblasted blockwork relating to local stone and the windows are of dark-stained timber. The roofs are covered mostly with the second-hand grey Scottish slates that came from the demolished buildings (Fig. 5.41).

AJ, 13/12/78, pp. 1137–1149; *RIBA J*, 8/83, p. 61.

Scrimgeours Corner, Comrie Street and West High Street, Crieff, Perth and Kinross, PH7

1992. Nicholl Russell Studios. Dundee.
R. Perth

Scrimgeours Corner is a five-storey development built by the Servite Housing Association (Scotland) Ltd. The site was situated within the Crieff High Street Conservation area and the planning brief required the design to create



Figure 5.40 Bryce Knox Court, Kilwinning: sheltered housing atrium divided into different activity areas.

a focal point on the corner of Comrie Street and West High Street.

The scheme comprises 21 two-person flats, 1 single-person flat, a communal laundry room and a shop. The dwelling plans are shaped in accordance with their position on the site but living rooms and kitchens are placed to have good views (Figs 5.42 and 5.43). Externally the building takes its shape, materials and colour from the neighbouring buildings. By slicing it into two apparently separate blocks,

each aligned and grafted onto its neighbouring building, the corner was opened up to create a small semi-public space which forms the entrance to the development. This also gives the impression of the development growing out of its surroundings that was a major aim of the design. Towers complete each wing at the corner in a manner wholly in keeping with Crieff's traditional architecture.

Prospect, Winter/95, pp. 14–15.



Figure 5.41 Commercial Street Perth (photo by Alex Couper, SPANPHOTO of Dundee).

SCOTTISH BORDERS

Marine Square, Eyemouth, TD14

*1994, Swan Architects.
R. Berwick-upon-Tweed +
public transport*

This development of 29 mainly single-person flats is located in the heart of Eyemouth Old Town Conservation Area overlooking the sea (Fig. 5.44). Formerly occupied by a network

of old industrial buildings the site had become derelict.

The design was influenced by a concern to reflect the townscape qualities of the area. It consists of five distinct buildings arranged around an open space and along the Marine Parade frontage, with flats positioned to allow frequent expression of tall narrow gables, sometimes end on to the sea. This creates an impression of height, which is further emphasised by vertically proportioned windows, steep

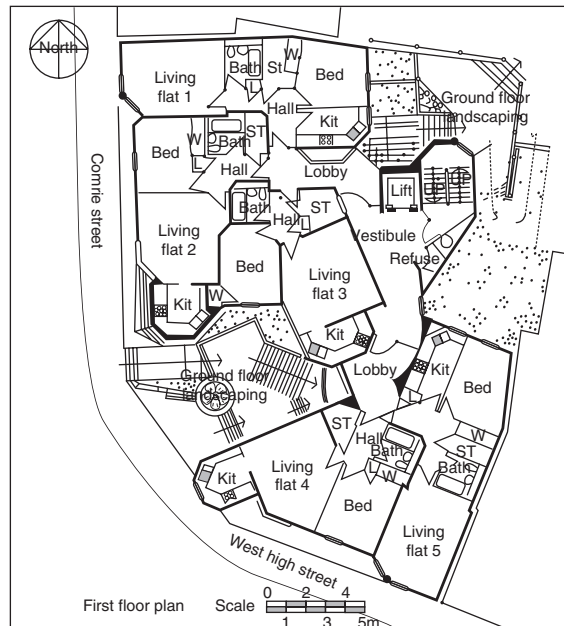


Figure 5.42 Scrimgeours Corner, Crieff: ground floor plan.



Figure 5.43 Scrimgeours Corner, Crieff (photo by Architects).



Figure 5.44 Marine Square, Eyemouth: clustering of houses around a small square and harbourfront.

slated pantiled roofs and tall chimneys. External wall finishes are dry dash, the colours of which recall those of Gunsgreen House across the harbour.

Illustrative stained glass by Joanna Scott enhances the entrances to the buildings

and designs by Eyemouth High School Art Department have been incorporated into ceramic medallions made for the dormer peaks by Peter Thomas.

Prospect, Autumn/94, p. 23.



Northern Ireland

6



Figure 6.2 Northern Ireland: counties, towns and cities where the schemes are located.

Introduction

Housing proved to be a highly contentious issue in Northern Ireland throughout most of the twentieth century. Between the First and Second World Wars very little was done by government nationally and locally to tackle the poor housing conditions in Belfast and Northern Ireland in general. It was a prominent part of the Civil Rights campaign of the late 1960s as public demonstrations pointed to poor housing conditions and a growing dissatisfaction with housing administration. Between 1969 and 1973 some 60,000 people

were forced by the “troubles” to leave their homes, and territorialism became important as each community sought refuge in their historic districts. This added to the housing pressures, which by the early 1970s had become an overwhelming issue.

High-density housing

Change came in the late 1960s when the Belfast Urban Plan of 1969 estimated that 75,000 new dwellings should be built in the city. The need existed due to the clearance of unfit housing, the consequence of motorway

Figure 6.1 Irish Street, Downpatrick: modern interpretation of Georgian street housing. (p. 370)

clearance programmes and new household formation. Even with population dispersal to growth areas like Craigavon New Town, designated in 1965, it was estimated that new development built in the "Urban Area" would need to be above four or five storeys. As a consequence, the pattern of development followed the mainland British model with similar disastrous consequences, but aggravated by the political unrest. Over 40 high-rise blocks were built in Northern Ireland. In Belfast the largest and most notable was the twenty-storey point block built amongst the eight-storey deck-access Divis flats in the Falls Road area, providing more than 800 flats in one estate. The medium rise Lower Shankhill (known locally as the "Weetabix boxes") and Unity were also built between 1966 and 1972. In Derry City, the Rossville flats were fortunately the only high-rise development to be built in the city.

The Northern Ireland Housing Executive

In 1971 the government undertook a radical reform of housing administration involving its transfer from local authority control to an entirely new single-purpose body, the Northern Ireland Housing Executive (NIHE). This was given six key tasks:

1. Building new homes of a consistent standard across Northern Ireland.
2. Managing and maintaining existing housing estates.
3. Helping the private sector through grant aid.
4. Measuring housing conditions throughout Northern Ireland.
5. Undertaking housing research programmes.
6. Providing housing advice and information.

One of its main cultural aims has been and still remains the carrying out of its duties with fairness and equity between communities.

Progress "brick by brick" (1)

Its first house condition survey of 1974 painted a bleak picture of large areas of derelict and unfit housing with massive overcrowding. Northern Ireland was found to have the worst housing conditions in Britain if not Europe and comparisons were made between Belfast and Naples. One in four houses in Belfast were classified as unfit with a ratio of one in five for Northern Ireland as a whole. This enormous task required the support of a sophisticated research and development facility. The crisis was of such a scale that a comprehensive approach was necessary. By establishing architectural groups drawn from former public housing bodies, an excellence in design was developed. This recognised regional differences yet utilised standard house types and details.

Until the mid-1970s most development was on greenfield sites. Planned in 1973, the controversial Poleglass development was built on a former greenfield site in south-west Belfast. This development was required to alleviate pressure for housing in greater West Belfast and today it contains over 2050 homes. It initially met with hostile opposition from representatives of the majority community who feared an expansion of the minority community in West Belfast.

From 1979 onwards there was a radical shift of emphasis to inner city regeneration, which remains the major focus today.

Innovation and quality

The incoming Conservative government of 1979 halted new housing development in Northern Ireland but by 1981 it had been persuaded to

identify housing as the Province's first social priority. Poor housing conditions and long waiting lists demanded immediate and sustained treatment – an intensive programme directed at the core of the problem – which was rooted in Belfast. In 1982 the Belfast Housing Renewal Strategy paved the way for a huge programme of development in the city. It identified over 40 small areas for redevelopment and a further 15 as Housing Action Areas where the emphasis would be on refurbishment. A third dimension of the strategy related to areas of private housing where the Executive was eager to encourage the uptake of renovation grants and the injection of private finance to stimulate home improvements.

Low-rise housing

During the peak years of the strategy's implementation in the 1980s and 1990s around 1,500 homes were built annually in Belfast with a further 1,500 in the rest of Northern Ireland. The policy of involving in-house and consultant architects to produce individual low-rise design solutions, within the Executive's standard range of house types, was successful. Most schemes were small in scale and used bright, colourful brickwork and rendering and a wealth of imaginative detailing (Fig. 6.3). The general pattern was for the housing to be designed around pedestrian/vehicular mews courts using a variety of



Figure 6.3 St George's Gardens, Sandy Row, Belfast, 1987, recapturing the best social features of traditional urban terraces.

paviors, trees and shrubs. More permeable layouts with through streets and traffic calming measures were introduced. The new developments gained much from the participation of individual residents and community groups, which became a major part of the Executive's regeneration strategy.

The housing was built to the highest quality. The Executive retained Parker Morris standards, which had been generally dropped by local authorities and housing associations in Britain. This policy was supported by the Department of Environment (Northern Ireland), which imposed the same standards on housing associations.

Improvement of public sector estates

This became a vital task for the Housing Executive. From 1982 it was implemented by designating "Priority Estates" and "Estate Based Strategies". Both approaches tackled the physical and social stress with a range of improvements from modernisation and environmental improvement to progressive clearance and renewal. In Belfast, eight Priority Estates including the Divis, Unity and Shankhill estates, were transformed in this way.

Renewal of pre-1919 housing

In Belfast a total of 50 HAAs involving 21,000 dwellings were declared in the 1980s. Renovation Grants were available to offer incentives to owner-occupiers to improve their homes. In addition, Private Investment Priority Areas (PIPAs) were created where the Executive could work with private owners to encourage urban renewal. In these areas it was hoped that young and economically active people would acquire, repair and improve their homes by the use of the Renovation Grant scheme and Building Society support. Enveloping (8,000 dwellings in Belfast) and

a small amount of homesteading were also important parts of the programme.

Housing associations

Their role in housing regeneration was small until the 1990s but it is now paramount following the Executive's passing over to them responsibility for the delivery of housing development programmes, leaving themselves with the role of enabler and coordinator.

Private sector housing

In the 1980s private housing expanded in Belfast mainly in two new areas, Poleglass and Cairnshill, on the edge of the city. In the 1990s the Laganside Urban Development Corporation promoted urban housing development in the form of flats along the riverside. However, the house building industry relied upon a number of local developers who constructed 200–300 houses each per year and small builders who built some 8–10 dwellings per year. Few builders had land banks as in Britain. The design was by local architects and the quality was generally good (Fig. 6.4).

The encouragement of private housing development by the Executive is now an important part of its strategy particularly in the development of brownfield land in inner urban areas.

Present day

The Executive has added several themes to its core objectives – in addition to facilitating 1,500 new social housing starts per year by housing associations. High amongst these is delivering the decent home standard, promoting affordable housing and building communities. Energy conservation (as Northern Ireland's Home Energy Conservation Authority) is an



Figure 6.4 High-quality private housing at Laurel Hill, Newforge Lane, Belfast (Lyons Architects).

important responsibility with a view to improving energy efficiency throughout all housing in Northern Ireland. It must also promote social inclusion by tackling environmental, social and economic problems with the communities affected and with other agencies in a co-coordinated programme of urban and rural regeneration using a community development approach.

It has implemented a **living over the shop** programme (pp. 33–34) which aims to provide private rented residential accommodation in vacant or underused upper floors of shops and other commercial buildings in town centre areas. This helps protect and regenerate important buildings and streetscapes and contributes to the town or city's daytime and evening economy, providing sound investment opportunities for local retailers and developers. Successful projects have been completed in Lisburn and Londonderry.

[1] Northern Ireland Housing Executive, *Brick by brick*, NIHE, 1991; NIHE, *Annual Report 2005–2006*, p. 19.

CO. ARMAGH

Castle Street redevelopment, Armagh *1987. NIHE (John Trimble)*

This redevelopment scheme of 19 dwellings replaced a terrace of two- and three-storey stone built houses that had become dilapidated. The design's aim was to respect the scale, style, tradition and materials of Armagh, recognising the historic importance of the site in relationship to the adjacent Church of Ireland Cathedral. The occasional three-storey house was added into the two-storey terrace to create a varied roofline that can be appreciated from a number of vantage points in the city (Fig. 6.5).

BELFAST

1–3 Lancaster Street and 1–19 Thomas Street *1988. NIHE Design Services*

This development illustrates the quality of new housing built by the NIHE in the 1980s.



Figure 6.5 Castle Street, Armagh, respecting strong architectural traditions (photo by NIHE).

Built on a city centre site, it contains 43 houses and 28 flats grouped around two well-planted block paved courts (Fig. 6.6). These have a strong sense of enclosure and are safe places for children to play in. Car parking is located directly outside the dwellings where vehicles are overlooked. The architecture is essentially urban reflecting the character of Belfast's traditional terraced housing. Multi-coloured brickwork detailing of the house elevations creates interest and the overall affect is of calmness and tranquility.

B, Housing Design Awards 1989, pp. 30–31.

Carrick Hill, Upper Library Street
1994. NIHE Design Services

Carrick Hill, which replaced the Unity Flats, illustrates the NIHE's design approach to replacing the former deck-access housing. Community participation influenced the decision to provide predominately two-storey housing around pedestrian/vehicular courts which was considered by the tenants to be the most effective means of cutting out through traffic (Fig. 6.7). Car parking in small open bays close to the dwellings was also



Figure 6.6 Lancaster Street, Belfast, reflects the high-quality design by NIHE architects and consultants.

preferred. The houses were stepped and staggered to add variety to the design which was further emphasised by the use of contrasting brickwork and render which gives individuality to each dwelling. Semi-mature trees and generous landscaping all add to the sense of place.

B, Housing Design Awards, *Building Homes*, 27/9/95, p. 29.

Divis Estate redevelopment, Milford Street/Cullingworth Road
1998. NIHE Design Services

The 795 Divis flats were built between 1966 and 1972 by the Northern Ireland

Housing Trust. Its urgent need was to redevelop Belfast's slums by replacing the dense warren of streets known as the Pound Loney. The complex of 12 medium-rise blocks and the 20-storey Divis Tower became the largest single development of flats in Northern Ireland. However, the drab concrete appearance never appealed to its residents and by the early 1980s parts were being demolished. In 1986, the result of an Investment Appraisal indicated a clear preference for replacing the medium-rise blocks with around 260 new dwellings and the phased decanting of the residents from the old to the new housing. The tower would remain to be refurbished and occupied by single people and couples.



Figure 6.7 Carrick Hill (photo by NIHE).

There was a high degree of resident participation – questionnaires, consultation with individuals and groups, and door-to-door surveys were carried out. Several strategy layouts were then produced. The outcome was a clear desire for a mixture of one-to three-storey dwellings grouped along traditional open ended streets with some residents asking for courts. Both layout preferences were adopted and the street pattern now echoes the road pattern of the old Pound Loney with a main street, Milford Street, running through the heart of the area with smaller link streets running off towards Cullingtree Road. T-junctions were used as a traffic calming measure. The residents also preferred traditional Belfast red brick housing combined with a measure of individuality. The housing is now complete and very popular. St Peter's Cathedral, previously overshadowed by the deck-access blocks, has again become the focal point (Fig. 6.8).

Perspective, 11–12/93, pp. 19–21.

Laganview Apartments, Bridge End
1993. The Boyd Partnership

A visit to Belfast's new concert hall offers the best viewing point for the first waterfront housing to be developed by the Liganside Urban Development Corporation. The brief for the developer-led competition called for tall buildings for the riverside which resulted in four-storey development with penthouse apartments and strong chimneys to give the scheme verticality when viewed across the river (Fig. 6.9). By orientating the facade south-west towards the curving River Lagan and installing full-length windows in every apartment, the architects gave every occupant a view of the river. They also provided every apartment with a private balcony off the living room. At the entrance to the site, close to a NIHE development at



Figure 6.8 The cathedral is once more the dominant element in the new Divis Estate.

Rotterdam Court, are townhouses, built along the street frontage, that link the public sector housing to the apartment block.

Perspective, 9/10/93, pp. 56–58.

Tudor Road renewal, Crumlin Road/ Shankhill Road

2003 onwards, NIHE Design Services

The Tudor Road renewal area lies between Crumlin Road and Shankhill Road in North Belfast. It was one of the areas most affected by the past political difficulties. Built in the early twentieth century its housing was small with only two bedrooms. The renewal project included 790 new houses and 30 shops. The residents were heavily involved in the design and, at first they did not want demolition of their homes. However, they soon preferred to live in new housing provided it was the kind

they wanted. When taken to see town houses, apartments and other high-density housing being built in regeneration areas in London, they expressed an instant dislike. Most people wanted three-bedroom, two-storey houses with gardens. This they said would offer flexibility for occupation by elderly people as well as families with children. It would therefore be more sustainable. They even wanted semi-detached housing but the NIHE would only permit this form for private housing (Fig. 6.10).

The roads in the area form a three-tier hierarchy whereby the two main arterial roads, Crumlin and Shankland link with Agnes Street and Tennent Street to form an overall boundary grid. The local roads within that boundary form a smaller permeable grid. Movement within this smaller grid is discouraged by designing the roads to 20 mph maximum by the use of junctions, bends and occasional vertical speed restrictions to existing streets.



Figure 6.9 Riverside private apartments inspired by the Laganside Urban Development Corporation.



Figure 6.10 Tudor Road private housing development.

The houses either front on to these roads or on to shared surface courts that provide a safe environment for children. These are through streets designed in a “Z” or “L” shape to create two or more short spaces that appear closed off at one end as if they were culs-de-sac. Entrances at each end were given gateway treatment (Fig. 6.11).

The housing is mixed tenure but mostly social rented. Small groups of private and housing association development are integrated as part of the neighbourhood. Incentives in the form of purchase at construction cost price have had a remarkable affect as many of the better off people in the community jumped at the chance to buy into the community.

Co. Down

The following NIHE schemes in Co. Down indicate how the Executive looked at housing

problems in the smaller towns and rural areas in the 1980s and 1990s. They demonstrate a commitment to preserving the Province’s distinctive architectural heritage through using housing designs that are in sympathy with the character of the old villages and historic country towns.

Shore Street/Union Street, Donaghadee

1981. McAdam Design. Local Transport

Donaghadee is a small coastal town at the mouth of the Belfast Lough and the new scheme involved the redevelopment of part of its water frontage (Fig. 6.12) along Shore Street and Union Street which had contained cottages dating back to the eighteenth century when the town was the main sea trading link with Scotland. Unfortunately the cottages were too far dilapidated to be refurbished.



Figure 6.11 Tudor Road “L” and “Z” shaped through mews courtyards.



Figure 6.12 Shore Street/ Union Street, Donghadée (photo by NIHE).

Instead the layout and the dwelling design follows their form and retains an old established pedestrian route (Schoolhouse Brae) across the site, which links the new housing with the town shopping area. The slope of the site meant that housing at the rear of the site could be at a higher level than the bungalows fronting Shore Street, which gives them extensive views over the rooftops to the Copeland Islands and Donaghadee Harbour. The 29 dwellings for rent include a mixture of houses, flats and bungalows and are standard housing executive designs. The external treatment of the buildings and the landscaping embody local materials and features to keep the scheme in character with its surroundings;

wall finishes are white painted roughcast with contrasting projecting plasterwork features, corner quoins, window and door surrounds and plinths.

New Bridge Street redevelopment, Downpatrick

1986. NIHE Design Services

This small redevelopment scheme containing 17 houses and 5 bungalows for rent lies on the main road from Belfast into the Downpatrick. There is a huge roundabout in front of the site but the housing design is



Figure 6.13 New Bridge Street, Downpatrick.
(Photo by NIHE, from *house, home and design*, Architectural Publications Ltd., 1988, p. 19.)

sufficiently strong to ensure a prominence at this important entrance point to the town. The straightforward strip frontage site gave little scope for layout design except building a single terrace with car parking at the rear, but within this constraint, the architects found a balance of one-, two-, and three-storey dwellings that is visually attractive and reflects the character of Downpatrick.

The visual quality of the terrace was heightened by stepping the rooflines to a climax at the highest point in the centre which was emphasised by placing of strong colour on a single dwelling (Fig. 6.13). Here the footpath is also elevated to separate pedestrians from the busy road below. The landscape treatment at the front is extremely good, using heavy blocks of local stone and large areas of pebbles set in front of the windows and in the areas of attractive planting.

B, Housing Design Awards 1989 Publication, pp. 62–63.

**Redevelopment of 34–55 Irish Street,
Downpatrick**
1992. NIHE Design Services

The town of Downpatrick has a strong eighteenth and nineteenth century townscape

structure. The architecture is a mixture of imposing civic buildings, townhouses, and small-scale commercial and residential buildings all of which offer great variety and sense of enclosure. The centre of the town was declared a conservation area in 1985.

The redevelopment at Irish Street followed an options appraisal that considered, but rejected, the possibility of refurbishing the existing buildings. The planning requirements for the new development strictly called for the new development to maintain the building line and be designed to a scale and with materials that reflected the original buildings (Fig. 6.1). This was achieved through building a continuous terrace of two-storey houses and three-storey flats with a single maisonette over an archway in the mid-point of the terrace through which access is gained to car parking at the rear. The bright colours of the rendering are particularly effective. The natural Welsh roofing slates and granite kerbs and setts were salvaged from the previous buildings on the site and reused.

Perspective, 5/94, pp. 15–17.

Abbreviations

<i>A&BN</i>	<i>Architect and Building News</i>
<i>AD</i>	<i>Architectural Design</i>
<i>AJ</i>	<i>The Architects Journal</i>
<i>AR</i>	<i>The Architectural Review</i>
<i>AT</i>	<i>Architecture Today</i>
<i>B</i>	<i>Building</i>
<i>BB</i>	<i>Brick Bulletin</i>
<i>BD</i>	<i>Building Design</i>
BISF	British Iron and Steel Federation
BRE	Building Research Establishment
CHAR	Campaign for Homeless and Rootless recently renamed Natural Homeless Alliance)
CIOH	Chartered Institute of Housing
CLG	Communities and Local Government
DC	Development Corporation
DETR	Department of the Environment and Transport
DOE	Department of the Environment
DoT	Department of Transport
DfT	Department for Transport
DTLR	Department of Transport, Local Government and the Regions
EH	English Heritage
ELHA	East London Housing Association
ERDF	European Research and Development Fund
GEAR	Glasgow Eastern Area Renewal
GLC	Greater London Council
Ha	Hectare
HAT	Housing Action Trust
IBA	Internationale Bauausstellung Berlin
JRF	Joseph Rowntree Foundation
LCC	London County Council
LDCC	London Docklands Development Corporation
MoHLG	Ministry of Housing and Local Government

MoH	Ministry of Health
MT	Ministry of Transport
NFHA	National Federation of Housing Associations
NIHE	Northern Ireland Housing Executive
ODPM	Office of the Deputy Prime Minister
P	Planning
PSI	Office of Public Sector Information (formerly HMSO)
PSSHAK	Primary Support and Housing Assembly Kit
RIBA	Royal Institute of British Architects
RSL	Registered Social Landlord
SAP	(Rating) Standard Assessment Rating (BRE)
SDA	Scottish Development Agency
SLASH	Scottish Local Authority Special Housing Group
SSHA	Scottish Special Housing Association
SRB	Single Regeneration Budget
TRADA	Timber Research and Development Association
UDC	Urban Development Corporation
UHRU	Urban Housing Renewal Unit

Travel Abbreviations

DLR	Docklands Light Railway
M	Metro (Tyneside)
R	Rail Station
U	Underground (London and Glasgow)

English Heritage

Reference is made in several places to English Heritage publications all entitled *Something Worth Keeping? Post-War Architecture in Britain*, 1996. The publications were concerned with building types and, unless otherwise stated, the reference EH (followed by the page number) relates to *Housing and Houses*. See also www.english-heritage.org.uk and book by Elain Harwood, *A Guide to Post-war Listed Buildings*, second edition, B.T. Batsford, 2003.

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